

Metropolitan Planning Commission



Staff Reports

November 13, 2025



Metro Planning Commission Meeting of 11/13/2025

Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure, distinctive and diverse neighborhood character, free and open civic life, and choices in housing and transportation.



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NO SKETCH



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Item #1**Project Name****Council Bill No.****Council District****School District****Requested by****Text Amendment 2025Z-010TX-001****H&I R/RS Zoning District Updates**

BL2025-1006

Countywide

Countywide

Councilmember Jennifer Gamble

Deferrals

This item was deferred at the September 25, 2025, and October 23, 2025, Planning Commission meetings. A public hearing was held and closed on September 25, 2025.

Staff Reviewer

Shane

Staff Recommendation

Disapprove the bill as filed and approve a substitute ordinance.

APPLICANT REQUEST

Amend the Single-Family Residential and One- and Two-Family Residential Zoning Districts.

PROPOSED AMENDMENTS TO TITLE 17

The bill as filed amends regulations related to height within most Single-Family Residential (RS) and One- and Two-Family Residential (R) zoning districts and simplifies the conditions under which a two-family use is permitted.

BACKGROUND

Resolution RS2024-288, approved on third reading March 19, 2024, by the Metro Council, requested the Planning Department and other agencies to address the following questions:

- Do current regulations and Code provisions negatively affect housing supply, affordability, and equity?
- What are the costs to deliver the housing products that will address Nashville's existing and long-term affordability needs?
- Can our current infrastructure (transportation, water, etc.) support the anticipated growth over the next ten years?
- Does Metro need additional funding to ensure planned infrastructure improvements are built?

The Housing & Infrastructure Study was initiated in response to this resolution. This ongoing study has produced two key documents that form the basis for this text amendment:

- Phase 1: Initial Findings and Preliminary Recommendations (March 2025)
<https://publicinput.com/Customer/File/Full/77ddef52-7976-4ef3-98c9-cf3bc98affa2>
- Phase 2: Draft Recommendations Memo (June 2025)
<https://publicinput.com/Customer/File/Full/4ba212fb-8e17-4fdd-9cfe-04161ef3fbfb>



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Phase 3 (Infrastructure Assessment) is currently underway and will initiate a final round of community engagement.

Substantive guidance for the Housing & Infrastructure (H&I) Study also comes from the Planning Department's Unified Housing Strategy (UHS), a comprehensive look at housing needs in Nashville across multiple Metro agencies, led by the Housing Division. Strategy C of the UHS is to "Create a range of new and affordable housing choices for all Nashvillians as appropriate across the county." As part of that strategy, the UHS also includes Action 13, to "Evaluate and adjust zoning and land use policies to unlock development opportunities, expand housing types, and increase annual housing production."

RS2024-288 and the UHS also connect to NashvilleNext's goals for managing growth thoughtfully while striving to be a welcoming and accessible place for Nashvillians.

HISTORY

The bill proposing amendments to the R and RS zoning districts passed first reading at the September 2, 2025, Council meeting. Second reading and public hearing is scheduled for December 4, 2025.

The ordinance was discussed at the Planning Commission on September 25, 2025, where a public hearing was held and closed. Following the public hearing and discussion, the item was deferred for four weeks per the MPC Rules and Procedures. The Planning Commission members asked whether the new height standards as detailed below were appropriate within the specified residential districts in all cases or whether further conditions should limit the applicability of the new standards.

Following a presentation by staff of a recommended substitute bill at the October 23, 2025, Planning Commission meeting, the Commission members discussed a potential amendment to the bill that would permit exceptions to the maximum height proposed (35 feet in 2.5 stories). The Commission directed staff to consider how the height standard could be revised to allow for a taller maximum height on block faces that already feature structures taller than 35 feet.

Staff's proposed change to the substitute bill would allow heights of up to three stories in 45 feet when fifty percent or more of the existing structures on the same block face and oriented to the same street are more than 35 feet in height. For these structures an exposed foundation would count toward the height of that structure for the purposes of measurement. For properties on streets where fewer than fifty percent of the existing structures are more than 35 feet in height, the height standard of 2.5 stories in 35 feet would apply. This change preserves the goal of creating more compatible height standards for most infill development while giving flexibility to areas where heights are already taller than the proposed 2.5 stories and 35 feet standard would apply.

Regarding the new height standards, the goals of NashvilleNext include guidance for transitions in height and density, with building heights decreasing as distance from corridors and centers increases. The residential zoning districts identified as appropriate for the new height standards are generally the districts located interior to neighborhoods. It is in these locations that sensitivity to compatibility regarding new infill development is greatest. The new height standards allow these



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districts to function in a complementary way to the Neighborhood Maintenance and Neighborhood Evolving policies which are frequently paired with neighborhoods in NashvilleNext. While corridors and centers are noted by NashvilleNext as appropriate for taller building heights, the general plan supports neighborhood interiors developing in a more predictable and compatible way with their surroundings. The new height standards contribute to this goal by ensuring infill height is more compatible with Nashville's existing housing stock. Should Council determine that more flexibility within the height standards is needed, staff would be supportive of such amendments.

During the deferral period between September and October, feedback from the Planning Commission members and the community was gathered indicating that additional changes to the legislation as proposed would be beneficial. Those changes were analyzed by staff and incorporated into an updated substitute as detailed below. They included:

- A definition of "footprint;"
- Half stories being further defined to prevent overly large dormers from dominating roof faces;
- Clarification of how height is measured being identified in the Code and marked for removal; and
- Maximum height clarified as being measured to the roof ridge line.

As outlined above, following the presentation and deferral at the October 23rd Planning Commission meeting, the only changes to the substitute were related to the proposed contextual height standard.

SUMMARY

The existing Metro Zoning Code permits single-family and two-family dwellings in R and RS zoning districts with a maximum height of three stories, and accessory structures are allowed one story in 16 feet on smaller lots and up to two stories in 24 feet on larger lots.

The proposed amendments reduce the maximum dwelling height of principal structures in most R/RS districts to 2.5 stories, with added definitions for "half story" and "footprint." Additional changes to the height standard, including a maximum height of 24 feet to the eave/parapet and 35 feet to the roof ridge line are proposed, with an exception for structures located on streets where fifty percent or more of the existing structures on the same block face and oriented to the same street are more than 35 feet in height. In these instances where more than fifty percent of the existing structures on the same block face and with the same orientation are greater than 35 feet, a maximum height of 3 stories in 45 feet would apply. Maximum height in the larger-lot residential and agricultural zoning districts will remain three stories because the larger setbacks and separation distances between buildings in these districts prevent lots and neighboring homes from being overwhelmed by taller structures. Accessory structure standards are clarified, with explicit exclusions for detached accessory dwelling units (DADUs) which are regulated by the DADU provisions in the code.

Currently, two-family dwellings are permitted only under a limited set of historical conditions, primarily tied to subdivisions created or approved before the mid-1980s, or capped at twenty-five percent of created lots in more recent subdivisions. With the changes, two-family dwellings would



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be permitted by right on any lot meeting the minimum lot size requirements of the zoning district, without the historical or percentage-based restrictions.

The existing regulations are contrasted with the proposed changes of the amendment in the table below.

Current Code (Section No. in Parentheses)	Proposed Amendment
Footprint is not defined in the Code.	With the substitute, add a definition that footprint is the area delineated by the outer edge of the foundation of a building, any second-floor cantilevers, or carports, whichever is greater.
A half-story is defined for the purposes of the Contextual Overlay. However, the general definitions of the Code do not include this term, and so for most contexts, it is not defined. For the Contextual Overlay it is defined as having wall plates on at least two exterior walls that are not more than four feet tall. A dormer cannot be more than 50 percent of its area, and its floor area cannot exceed 3/4 of the floor area of the floor immediately below it. If it includes an independent dwelling unit or accessory apartment, it is classified as a full story (17.36.470).	Add a definition of what a half-story is to the general definitions applicable to the entire zoning code (17.04.060). A half-story becomes a full story when the top plate (the horizontal component on top of a wall's vertical studs) is on at least two opposite exterior walls taller than four feet. This is a simpler version of the existing definition within the Contextual Overlay. With the changes in the substitute, dormers are limited to 50 percent of roof face area, with two-foot offsets from the edges of the roof and the wall below required.
Single-family residential, one- and two-family residential, and agricultural zoning districts have maximum height at three stories, with no limit in feet specified. How height is measured is explained in Section 17.12.060. Outside the Urban Zoning Overlay (UZO), there is no limit besides the number of stories, which could theoretically allow an unexpectedly tall structure. Within the UZO, height is limited to three stories in 45 feet. This is measured from finished grade (average elevation of the four most exterior corners) to the eave or roof deck, with the allowance of up to seven feet of exposed basement. Adding seven feet of exposed basement, plus the height of the roof itself (since height is measured to eave or roof deck), allows heights to be much taller than expected (17.12.020A).	Reduce maximum heights in zoning districts RS30/R30 through RS3.75/RS3.75A to 2.5 stories, with notes explaining that maximum height to the eave/parapet is 24 feet and maximum height to the roof ridge line is 35 feet (excluding elevator or stair bulkheads, chimneys, and flutes, as is currently measured in other zoning districts). The substitute also now permits a maximum height of three stories in 45 feet when fifty percent or more of the existing structures on the same block face and oriented to the same street are more than 35 feet in height. The neighboring structures must include any exposed basement in their height measurements. Height is measured from the average grade plane post-development. Larger-lot residential (R/RS40 and R/RS80) and agricultural zoning districts maintain the previous standard of a maximum height of three stories. There is less pressure for out of



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	scale heights in these zoning districts, and larger lots are less overwhelmed by taller structures. A contradictory existing note indicating that height for two detached dwelling units on a single lot is measured from average natural grade has been removed.
<p>In addition to the issues identified with height limits and measurements cited above, outside the UZO, two-story accessory structures, including DADUs on lots of less than 40,000 square feet are not permitted. Where permitted, all accessory structures are limited to 16 feet and one story. Lots over 40,000 square feet are permitted a two-story, 24-foot-tall accessory structure if the full side and rear setbacks are provided.</p> <p>It is similar in the UZO, except that on lots less than 40,000 square feet, the height cap is less restrictive: the vertical walls of the accessory structure (including DADUs) can only be 16 feet tall, but the gable sides of the building are allowed to go higher than that, as long as the roof pitch of the accessory building is not steeper than that of the primary structure. On lots over 40,000 square feet, the vertical walls are allowed to be 24 feet tall, with the same allowances for the gable sides, provided the full side and rear setbacks of the district are provided. The accessory building cannot be taller than the principal structure (17.12.060).</p>	<p>Remove DADUs from these limits to accessory structure size. DADU height would be regulated by 17.16.030.G (the conditions governing DADUs): 10 feet to the eave line for a single-story DADU and 17 feet to the eave line for a two-story DADU. The roof ridge line has a hard cap of 27 feet, as long as that height is shorter than the height of the roof ridge line of the primary structure.</p>
<p>Several conditions affect whether a One- and Two-Family (R)-zoned property can have a two-family use. Two-family uses are only allowed if the R-zoned lot legally existed before 1984 and is being subdivided into no more than 3 lots, or two-family uses are limited to 25 percent of lots in later subdivisions with four or more lots if specified on the plat (17.16.030.D).</p>	<p>Permit a two-family use if the lot is zoned for two-family uses and it meets the minimum lot size of the zoning district.</p>

ANALYSIS

The proposed amendments to the R/RS zoning districts, including changes to height standards and two-family use conditions, advance the H&I study's goals of reducing Zoning Code complexity and providing abundant and affordable housing that respects neighborhood context:



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- Introducing the half-story definition and reducing the maximum from three stories to 2.5 stories for most R/RS districts provides more predictable scale and compatibility in residential areas. This can reduce the visual impact of new development and infill while still allowing new housing. With the substitute, an exception is proposed that would allow structures to exceed this height limit if most of the heights of structures along the same block face are taller, thus ensuring that height is not limited within contexts that already feature taller structures.
- Adding a footprint definition reduces uncertainty in applying existing and proposed regulations regarding this frequently used term.
- The eave/roofline height caps and dormer limitations provide clear guardrails on bulk and massing, addressing concerns about current loopholes that allow unexpectedly large new structures in established neighborhoods.
- Removing the lot size-based restrictions on DADU number of stories allows for more flexible applications. The remaining regulations that require DADUs to be smaller than, shorter than, and proportional to the main structure prevent DADUs that are out of scale with the context.
- Removing outdated and confusing restrictions on two-family uses allows this housing type on any conforming AG, AR2a, and R-zoned lot. While only affecting a small percentage of R-zoned properties within the county (nine percent), this increases potential housing units on qualifying lots and reduces barriers to permitting, providing streamlined opportunities for housing in R-zoned neighborhoods.

Overall, the proposed amendments create a more straightforward and predictable framework that allows incremental housing growth while preserving neighborhood form. This supports Metro's goals as expressed in the H&I Study and NashvilleNext of abundant and affordable housing by broadening two-family opportunities, improving regulatory clarity and infill development compatibility, and lowering the barriers to small-scale development.

ZONING ADMINISTRATOR RECOMMENDATION

No exception taken.

FISCAL IMPACT RECOMMENDATION

There is no fiscal impact identified with this rezoning.

COUNCIL

The proposed amendment passed on first reading at the September 2, 2025, Council meeting, and the public hearing was deferred to the December 4, 2025, Council meeting.

MPC RULES AND PROCEDURES / TEXT AMENDMENT REVIEW PROCESS

The Planning Commission adopted amended Rules and Procedures (Section VIII. D) on October 24, 2024, requiring zoning text amendments to go through a two-step process at the Planning Commission to allow a public hearing at the first meeting where it is considered, then a deferral of two regularly scheduled meetings (four weeks), and then final consideration at a second meeting.



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This item was deferred to the October 23, 2025, Planning Commission meeting per MPC Rules and Procedures following a public hearing at the September 25, 2025, meeting. At that meeting, several members of the public spoke on this amendment, and the Commission asked clarifying questions of staff. Based on feedback from the Commission and the public, staff prepared a substitute bill. After considering the substitute at the October 23, 2025, meeting, the Commission deferred the bill to the November 13, 2025, meeting to give staff time to consider a standard for maximum height that would permit taller heights in certain circumstances.

STAFF RECOMMENDATION

Staff recommends disapproval of the bill as filed and approval of a substitute ordinance.

SUBSTITUTE ORDINANCE BL2025-1006

An ordinance amending Chapters 17.04, 17.12, and 17.16 of the Metropolitan Code to amend the regulations pertaining to height within the Single-Family Residential (RS) and One- and Two-Family Residential (R) zoning districts and to simplify the conditions by which two-family dwellings may be permitted in the AG, AR2a, R80, R40, R30, R20, R15, R10, R8, R8-A, R6, and R6-A zoning districts (Proposal No. 2025Z-010TX-001).

WHEREAS, the ongoing work related to the Housing and Infrastructure Study is resulting in numerous initiatives that will create opportunities for housing within Nashville and Davidson County; and

WHEREAS, paired with the pressing need for a strong housing policy are goals for neighborhood design quality; and

WHEREAS, One- and Two-Family Residential (R) districts include a series of conditions based on when a parcel was zoned to allow two-family residences, when the parcel was created, and its manner of subdivision, which are difficult and time-consuming to administer; and

WHEREAS, both simplifying the conditions by which two-family dwellings may be permitted within One- and Two-Family Residential Districts and setting reasonable height limitations within single-family and one- and two-family residential districts can simultaneously reduce barriers to housing while better ensuring infill development respects the existing height characteristics of much of Nashville and Davidson County's built environment;

NOW, THEREFORE, BE IT ENACTED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. That Section 17.04.060 of the Metropolitan Code is amended by inserting the following definitions:

- "Footprint." The area delineated by the outer edge of the foundation of a building, any second-floor cantilevers, or carports, whichever is greater.
- "Story, Half" (Syn. Attic Story). A conditioned space that rests primarily underneath the slope of the roof, usually having dormer windows. The half story is identified by the ".5" in the description of maximum height (Example: 2.5). This space shall be considered a full story when its top wall plates, on at least two opposite exterior walls, are greater than four (4) feet above the floor of such story. A dormer shall not occupy more than fifty percent of any roof face. The ridge of any dormer shall be at least two feet (2') below the roof ridge, with its sidewalls inset at least two feet (2') from the edge of the roof or the sidewalls of any other dormer and its front wall inset at least two feet (2') from the wall below.

Section 2. That Section 17.12.020 of the Metropolitan Code is amended by changing portions of Table 17.12.020A as shown in Exhibit A.

Section 3. That Section 17.12.060 of the Metropolitan Code is hereby amended by deleting Subsection B in its entirety and replacing it with the following:



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- B. Special Height Regulations for Accessory Structures outside of an Accessory Structure Overlay District.
1. On all lots with a lot size less than forty thousand square feet, accessory structures other than detached accessory dwelling units shall not exceed one story or sixteen feet in height.
 2. On all lots with a lot size of at least forty thousand square feet, accessory structures other than detached accessory dwelling units located to the rear of the principal dwelling may be two stories or twenty-four feet in height provided that the full side and rear setbacks required by the applicable district are provided.
 3. If not established in historic overlay districts, the zoning administrator shall establish height regulations based upon the recommendation of the historic zoning commission.

Section 4. That Section 17.12.060 of the Metropolitan Code is hereby amended by deleting Subsection C in its entirety and replacing it with the following:

- C. Special Height Regulations for Accessory Structures Within the Urban Zoning Overlay District.
1. On all lots with a size less than forty thousand square feet, an accessory structure other than a detached accessory dwelling unit located to the rear of the principal dwelling may have vertical walls rising no higher than sixteen feet from the side and rear setback lines. The roof on the structure shall rise from the side walls at a roof pitch no steeper than the predominant roof pitch of the principal dwelling, except that the vertical walls may extend to the underside of the roof at the gable end of a gabled roof. The top elevation of an accessory structure shall not exceed the top elevation of the principal dwelling.
 2. On all lots with a lot size of at least forty thousand square feet, an accessory structure other than a detached accessory dwelling unit located to the rear of the principal dwelling may have vertical walls rising no higher than twenty-four feet in height exclusive of a pitched roof, provided that the full side and rear setbacks required by the applicable district are provided. The top elevation of an accessory structure shall not exceed the top elevation of the principal dwelling.
 3. If not established by the design standards of an historic overlay district, the zoning administrator shall establish height regulations based upon the recommendation of the historic zoning commission.

Section 5. That Section 17.16.030, subsection D, of the Metropolitan Code of Laws be deleted in its entirety and replaced with the following:

D. Two-Family Dwellings. In the AG, AR2a, R80, R40, R30, R20, R15, R10, R8 and R8-A, and R6 and R6-A districts, two-family dwellings may be permitted on any lot legally created as prescribed by state law or within an approved subdivision final plat provided the lot meets the minimum lot size standard of the district.

Section 6. The Metropolitan Clerk is directed to publish a notice announcing such change in a newspaper of general circulation within five days following final passage.

Section 7. This Ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.



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EXHIBIT A

Table 17.12.020A
SINGLE-FAMILY AND TWO-FAMILY DWELLINGS

Zoning District	Minimum Lot Area (in sq. ft.)	Maximum Building Coverage	Minimum Rear Setback (in ft.)	Minimum Side Setback (in ft.)	Maximum Height
RS30, R30	30,000	0.30	20	15	2.5 stories See Note 6
RS20, R20	20,000	0.35	20	10	2.5 stories See Note 6
RS15, R15	15,000	0.35	20	10	2.5 stories See Note 6
RS10, R10	10,000	0.40	20	5	2.5 stories See Note 6
R8, R8-A	8,000	0.45	20	5	2.5 stories See Note 6
RS7.5, RS7.5-A	7,500	0.45	20	5	2.5 stories See Note 6
R6, R6-A	6,000	0.50	20	5	2.5 stories See Note 6
RS5, RS5-A	5,000	0.50	20	5	2.5 stories See Note 6
RS3.75, RS3.75-A	3,750	0.60	20	3	2.5 stories See Note 6

Note 4: In addition to the height restrictions in [Section] 17.12.060, the height of two detached dwelling units on a single lot cannot exceed a ratio of 1.0 horizontal to 1.5 vertical for each structure. ~~Maximum height shall be measured from the natural grade. The natural grade shall be determined based on the average elevation of most exterior corners of the front facade, to the roof line. Natural grade is the base ground elevation prior to grading.~~ The appropriate height shall be determined by the metro historic zoning commission for properties within a historic overlay. Notwithstanding the above provisions, two-family structures legally constructed prior to the effective date of this ordinance may remove the connector required under the previous definition of two-family, regardless of the height of the units.

Note 6: Maximum height to eave/parapet limited to 24 feet; maximum height to roof ridge line limited to 35 feet, excluding elevator or stair bulkheads and chimneys or flues. If fifty percent or more of the existing structures on the same block face and oriented to the same street are more than 35 feet in height, then the maximum height is limited to 3 stories in 45 feet. Any exposed foundation in an existing structure on the same block face and oriented to the same street shall count toward the height of that structure.

Note 7: For all districts, height shall be measured from the average grade plane post-development.



NO SKETCH



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Item #2**Project Name****Council District****School District****Requested by****Text Amendment 2025Z-014TX-001****Access Management Manual**

Countywide

Countywide

Councilmember Olivia Hill

Deferrals

This item was deferred at the October 23, 2025, Planning Commission meeting. A public hearing was held and closed on October 23, 2025.

MPC Rules and Procedures

This item was deferred to the November 13, 2025, Metropolitan Planning Commission meeting after the public hearing was closed per section VIII.D of the Rules and Procedures of the Metropolitan Planning Commission.

Staff Reviewer

Marton

Staff Recommendation*Approve.*

APPLICANT REQUEST**Amend the Zoning Code pertaining to driveways, access management, and loading zones.****PROPOSED AMENDMENT TO TITLE 17**

The proposed text amendment would amend various provisions of Title 13 and Title 17 of the Metropolitan Code of Laws to implement the Access Management Manual which compiles regulations and guidelines for access from private property to the public right-way. The ordinance also consolidates similar topics from Chapters 13 and 17 to improve clarity on the regulations. Per state law, the Planning Commission is only required to make a recommendation to Council on changes to Title 17 (the Zoning Code). Therefore, Planning staff's analysis provided below focuses on changes to Title 17 only.

BACKGROUND

Nashville Department of Transportation (NDOT) staff and their consultant team have been working with several stakeholders since the beginning of February 2024 to address the need for a comprehensive access management manual that prioritizes the safety of all road users to align with Vision Zero goals. Nashville's Vision Zero Action Plan is a five-year plan that provides a path toward eliminating pedestrian and traffic deaths. The Access Management Manual was created to enact NDOT's short term and long-term transportation plans and is a part of the 2022-2026 Vision Zero Action Plan.

HISTORY

The ordinance was discussed at the Planning Commission meeting on October 23, 2025, where a public hearing was held and closed. Following the public hearing and discussion, the item was deferred per the MPC Rules and Procedures. The Planning Commission members asked clarifying questions of staff related to the appeals process from NDOT staff determinations. A representative



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from NDOT outlined the appeals process and stated that the manual formalizes current NDOT practice.

SUMMARY

Title 17 of the Code includes access requirements within Chapter 17.20 which includes guidance on access from nonarterial streets, access from arterial streets, visibility, and the measurement of distances from one access point to another. The proposed text amendment would allow for all access requirements to be located in NDOT's Access Management Manual rather than in the Metropolitan Code. The Manual will serve as a comprehensive access management resource, providing guidance for access design, access location, multi-modal interactions, site-specific considerations such as guidance for downtown, and additional guidance for administration and implementation of the standards.

ANALYSIS

The proposed text amendment would establish updated site access requirements via the NDOT Access Management Manual. The Manual is intended to help plan for new development throughout the county through the implementation of access management requirements, introduction of guidelines, and standards that reduce conflict points, support the buildout of an efficient transportation network, and to improve public safety.

The proposed amendment modifies several sections of Title 17 as it relates to 17.20, Parking, Loading, and Access. The first is by adding a new section, 17.20.130.F. for lot requirements for off-street loading docks. This includes provisions for the maneuvering of trucks and building setbacks from public rights-of-way for loading docks and doors. The second is the deletion and replacement of 17.20.150 with the definition of the Access Management Manual. The third is the deletion of 17.20.160 through 17.20.190 which outlines residential access to arterial and non-arterial streets, driveways, visibility, and the measurements of distances. These standards will now be referenced in the Access Management Manual.

This amendment supports the goals of the NashvilleNext general plan, including the advancement of improved public safety and efficient transportation networks. The proposed ordinance promotes these goals through the following mechanisms:

- The Manual was created to align with NashvilleNext and its associated parts including the Major and Collector Street Plan (MCSP) and Community Character Manual (CCM). Overall, the Manual serves as a guide for balancing the need to provide reasonable access to adjacent property owners with the responsibility to create and maintain a safe, efficient, and accessible environment for all modes of transportation. The Manual ensures appropriate access management strategies and design are implemented when land is developed and aims to reduce conflict points and improve safety for all road users while allowing for more efficient traffic operations. While access management has traditionally focused on conflict points between motorized vehicles, the updated manual emphasizes the importance of ensuring safe passage and access for bicyclists, pedestrians, and transit users as well.



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- The consolidation and elimination of redundancy in the Code will allow for clearer interpretations and reduced confusion of code requirements for NDOT, Metro Planning, and development teams in Davidson County.

Overall, the proposed text amendment provides a balanced regulatory framework that enables NDOT to implement the standards in the Manual and provide updated requirements that align with current plans, policies, and strategies adopted by NDOT and other Metro departments, as well as recognized industry best practices. Additionally, the ordinance consolidates the Code language to allow for a clear and concise interpretation of applicable requirements.

FISCAL IMPACT RECOMMENDATION

There is no fiscal impact identified with this text amendment.

COUNCIL

The proposed amendment has not yet been filed at Council.

MPC RULES AND PROCEDURES/TEXT AMENDMENT REVIEW PROCESS

The Planning Commission adopted amended Rules and Procedures (Section VIII. D) on October 24, 2024, requiring zoning text amendments to go through a two-step process at the Planning Commission to allow a public hearing at the first meeting where it is considered, then a deferral of two regularly scheduled meetings (four weeks), and then final consideration at a second meeting.

This item was deferred to the November 13, 2025, Planning Commission meeting per MPC Rules and Procedures following a public hearing at the October 23, 2025, meeting.

STAFF RECOMMENDATION

Staff recommends approval of the bill as filed.

PROPOSED ORDINANCE

An ordinance amending certain access management sections of Chapters 13.12 and 17.20 of the Metropolitan Code of Laws to implement the Access Management Manual, which compiles regulations and guidelines for access from private property to the public rights-of-way to modernize the development review process and make streets safer for all modes of transportation.

WHEREAS, in an effort to implement and achieve the Metropolitan Government's transportation goals, the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) has been working with stakeholders to modernize the development review process; and,

WHEREAS, as part of this modernization of the development review process, NDOT has created the Access Management Manual ("Manual") to help plan for new development throughout the county through the implementation of access management requirements, guidelines, and standards that reduce conflict points, improve public safety, and support the buildout of an efficient transportation network; and,



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WHEREAS, as set forth in the Manual attached hereto, NDOT has leveraged up-to-date industry research, peer city best practices, and technical standards from leading professional organizations to devise the regulations and guidelines set forth therein; and,

WHEREAS, the Manual is also consistent with Transportation Improvement Program (“Choose How You Move”), WalknBike Nashville, the Vision Zero Action Plan and Implementation Plan, Access 2040, NashvilleNext, Connect Downtown, Metro Nashville’s Community Plans, and other transportation analyses adopted by NDOT and other Metro Departments; and,

WHEREAS, NDOT wishes to amend certain sections of Chapters 13.12 and 17.20 of the Metro Code to update the development review process and implement the Manual; and,

WHEREAS, NDOT wishes to codify NDOT’s authority to update access regulations in the form of the Manual; and

WHEREAS, modernizing the development review process to create a safer transportation network is in the best interest of the people of Metropolitan Nashville and Davidson County.

NOW, THEREFORE, BE IT ENACTED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. That Chapter 13.12 of the Metropolitan Code of Laws section is hereby amended by deleting it in its entirety and replacing it with the following:

13.12.010 – Driveway and access defined.

The term "driveway" or “access” as used in this chapter, means any portion of the normal sidewalk area—including grass plot, curb, gutter, and sidewalks—of the streets, roadways, and alleys of the metropolitan government intended for use by vehicles as a means of ingress and egress between the public right-of-way and abutting property.

13.12.020 – Director Authority to promulgate Access Management Manual and Manual defined.

- a. The Director of the department of transportation and multimodal infrastructure (NDOT), with the approval of the mayor, is authorized to make reasonable and proper rules, regulations, and technical guidelines as may be necessary to establish driveway and access requirements between abutting property and the public right-of-way. All proposed amendments to any rules, regulations, or guidelines shall be posted on the metropolitan government’s website for at least 30 days prior to amendment, and final versions of all rules, regulations and guidelines shall be filed with the metropolitan clerk.
- b. The NDOT Access Management Manual (“Manual”) sets forth the metropolitan government’s policy for all driveway requirements for new and infill land development. The Manual also details best practices for access design. Access constructed on public rights-of-way in the area of the metropolitan government shall comply with the requirements and standards set forth within the Manual.

13.12.030 – Waiver of Access Management Requirements.

Any request to waive or deviate from the Manual’s requirements shall be made by a property owner or their representative in writing to NDOT using the process described in the access waiver form section of the Manual. The request for a waiver must be submitted to and approved by NDOT’s chief engineer, or his/her designee, prior to any official site plan submittals to the metropolitan planning department and prior to any official site plan submittals for a building permit application. A waiver



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from the Manual's requirements may be granted when reasonable site access cannot be achieved under the existing standards. To qualify, a property owner must demonstrate through the access waiver form that the proposed access point is essential for reasonable access to the site and will not significantly impact the transportation system or safety. In such cases, deviation from the Manual's requirements may be warranted to ensure reasonable access to the property.

13.12.040 – Applications—Appeals.

- A. All appeals of NDOT denials of driveway applications and requests for access management waivers (via the NDOT access waiver form) shall be made in writing to the traffic and parking commission.
- B. Appeals of driveway application and request for access management waiver denials may be made only after a driveway application or request for access management waiver has been denied by NDOT. The appeal request to the traffic and parking commission must include a completed access waiver form and the associated NDOT response page, completed, and signed.
- C. Once such an appeal is made to the traffic and parking commission, traffic and parking commission staff shall place the appeal on the next eligible agenda for a regular meeting of the commission.

Section 2. That Section 17.20.130 of the Metropolitan Code of Laws is hereby amended by adding a new subsection F as follows:

F. Lot requirements for off-street loading docks.

- 1. Maneuvering area shall be provided entirely on private property for all vehicles using loading docks or doors.
- 2. The loading dock or door shall be set back far enough from the public right-of-way so that no portion of the public right-of-way is occupied by trucks or other vehicles while loading or unloading.
- 3. The minimum setback for a loading dock or door shall be forty-five feet from the right-of-way. Where tractor-trailer units will be using the facility, the minimum setback shall be sixty-five feet.
- 4. For any proposed parking pattern which provides for parking headed into the side property lines at any angle other than ninety degrees, driveways will be approved, subject to all other conditions of this chapter, only if proper one-way operation of the parking area is provided.

Section 3. That Section 17.20.150 of the Metropolitan Code of Laws is hereby amended by deleting it in its entirety and replacing it with the following:

17.20.150 – Access Management Manual defined.

The department of transportation and multimodal infrastructure (NDOT) Access Management Manual ("Manual") sets forth the metropolitan government's policy for all driveway requirements for new and infill land development. The Manual also details best practices for access design. Access constructed on public rights-of-way in the area of the metropolitan government shall comply with the requirements and standards set forth within the Manual.



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Section 4. That Sections 17.20.160 through 17.20.190 of the Metropolitan Code of Laws are hereby deleted in their entireties.

Section 5: The Metropolitan Clerk is directed to publish a notice announcing such change in a newspaper of general circulation within five days following final passage.

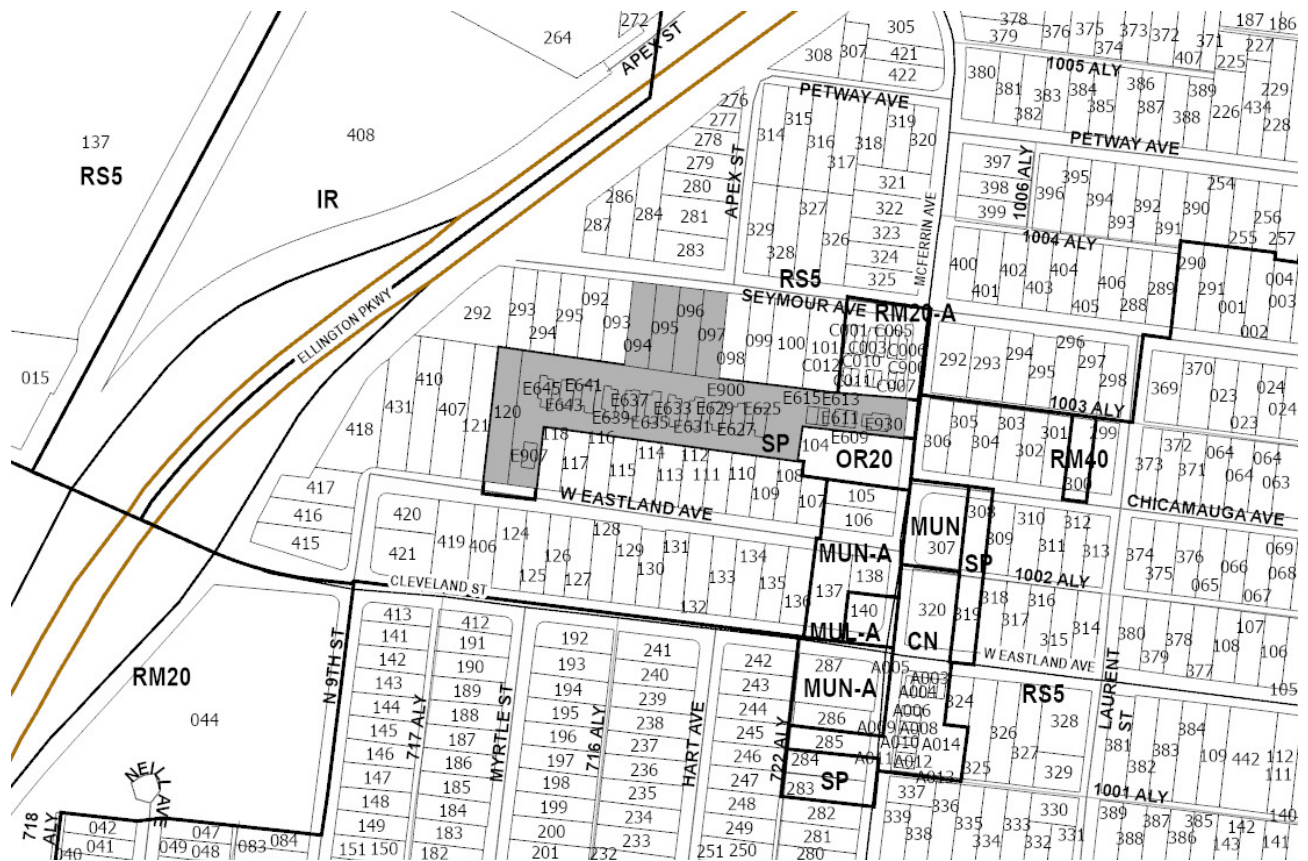
Section 6: This Ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.



SEE NEXT PAGE



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2022SP-030-004

930 MCFERRIN AVENUE SP (AMENDMENT)

Map 082-08, Parcel(s) 094-097, 120

Map 082-08-0-E, Parcel(s) 609, 611, 613, 615, 625, 627,
629, 631, 633, 635, 637, 639, 641, 643, 645, 900, 907, 930

05, East Nashville

05 (Sean Parker)



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Item #3**Project Name****Council District****School District****Requested by****Specific Plan 2022SP-030-004****930 McFerrin Avenue SP (Amendment)**

05 – Parker

01 – Taylor

Barge Civil Associates, applicant; O.I.C Richmond Bend, Christopher B. Cook, and Core Holdings, LLC, owners.

Staff Reviewer

Garland

Staff Recommendation*Approve with conditions and disapprove without all conditions.*

APPLICANT REQUEST**Amend a Specific Plan and rezone from RS5 to SP.**Amend SP

A request to amend a Specific Plan (SP) and rezone from Single-Family Residential (RS5) to SP on properties located at 832, 834, 836, 838 Seymour Avenue, 905, 907 West Eastland Avenue, 930, 930 C McFerrin Avenue, 609, 611, 613, 615, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, and 645 Richmond Bend approximately 417 feet west of McFerrin Avenue and located within the Greenwood Neighborhood Conservation Overlay District and the Detached Accessory Dwelling Unit (DADU) Overlay District, (3.24 acres), to permit eight additional units and 3,250 square feet of non-residential uses.

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of six single-family lots on the 0.75-acres that is zoned RS5. This does not account for application of Metro's Subdivision regulations.*

Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office and/or commercial uses. *The existing SP permits a mixed-use development with different residential unit types and non-residential uses.*

Neighborhood Conservation Overlay District (NHC) is applied to geographical areas which possess a significant concentration, linkage or continuity of sites, buildings, structures or objects which are united by past events or aesthetically by plan or physical development. *The site is located within the Greenwood Neighborhood Conservation Overlay District.*





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Detached Accessory Dwelling Unit (DADU) Overlay would permit a detached, self-sufficient dwelling unit accessory to a principal structure. The overlay would permit DADUs subject to existing standards for detached accessory dwelling units in Section 17.16.030.G of the Zoning Code, which includes requirements for, but not limited to, ownership, lot area, setbacks, bulk and massing, design, and access. *Parcels 08202012000, 08208009400, 08208009500, 08208009600, and 08208009700 are located within the DADU overlay.*

Proposed Zoning

Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office and/or commercial uses. *The Specific Plan amendment intends to add 0.75 acres to the existing SP to allow eight additional detached multi-family residential units. New nonresidential uses are proposed with this amendment. The SP-MU designation is being retained with this proposal to align with the SP development as a whole.*

EAST NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Maintenance (T4 NM) is intended to maintain the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity.

Transition (TR) is intended to enhance and create areas that can serve as transitions between higher intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for “missing middle” housing types with small-to medium-sized footprints. *Transition policy is located within the boundaries of the SP, where the nonresidential use is increasing.*

SITE CONTEXT AND PLAN DETAILS

The 930 McFerrin Avenue SP was approved by Council in 2022 (2022SP-030-001) to permit a mixed-use development on approximately 2.42 acres, located along McFerrin Avenue and the north side of W. Eastland Avenue. The approved SP permits a mixture of uses in a variety of building types, including four live/work units, a mixed-use building with non-residential uses on the ground floor and one multi-family residential unit stacked above, and 14 detached multi-family residential units, for a total of 19 residential units.

The first amendment was approved by Council in April 2025 to permit two additional units (2022SP-030-003) to the SP. The 2022SP-030-003 amendment included 0.3 acres located in the T4 NM policy on the west side of the SP, along W. Eastland Avenue.



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The scope of this SP amendment request is to add 0.75 acres to the development to permit eight additional multi-family residential units and to increase the permitted non-residential square footage. The portion being added to the request comprises four parcels, located at 832, 834, 836, and 838 Seymour Avenue, just north of the current SP boundary. These parcels are currently zoned RS5 and are located within the DADU overlay. The parcels have frontage along the private drive to the south and frontage on Seymour Avenue to the north. Seymour Avenue is identified as a local street.

This amendment proposed to increase the approved square footage of non-residential uses from 1,552 square feet to 3,250 square feet. The non-residential structure is a proposed two story structure located on the far east side of the site closest to McFerrin Avenue. The preliminary SP approved non-residential uses on the first floor with a residential unit above in this commercial structure. This amendment would increase the permitted square footage to permit the second level to be used as commercial square footage. No changes to the footprint or the design of this structure are permitted with this amendment.

The surrounding properties are zoned RS5, Office Residential (OR20), Mixed-Use Neighborhood Alternative (MUN-A), and Multi-Family Alternative (RM20-A). The surrounding land uses are vacant land, one- and two-family residential uses, and commercial land uses. The site is located within the Greenwood Neighborhood Conservation Zoning Overlay and this project has been reviewed by the Metro Historic Zoning Commission (MHZC).

The eight additional multi-family residential units, identified as Units 20 through 27 on the plan, would increase the total unit count in the SP from 19 to 27 units. Units 20 through 27 are all proposed to be detached units. Units 20 through 23 will address Seymour Avenue and have pedestrian access to Seymour Avenue. Units 24 through 27 address the private drive. The maximum height is proposed at 1.5 stories in 25 feet for Units 20 through 23, and 2 stories in 30 feet for Units 24 through 27, consistent with the approved units located to the south on the other side of the private drive. The proposed parking standards include 1.5 parking spaces per unit that is two bedrooms or more, and one parking space per unit with one bedroom. Parking is not permitted on the one-way private drive. This plan proposes to improve Seymour Avenue to include curb and gutter, 4-foot-wide grass strip, and 5-foot-wide sidewalk along the frontage of the site.

Vehicular access to the proposed units is from the private drive and no vehicular access is permitted from Seymour Avenue. The driveways will be two concrete strips with a grass median between them, similar to Units 6 through 16 and Unit 18 as approved in previous phases. The 5-foot setback and landscape buffer with the 6-foot opaque fence is extended around the side property lines of Units 20 and 27, in keeping with the requirements of the current SP to buffer this development from adjacent properties.

ANALYSIS

The preliminary SP (2022SP-030-001) was approved for live/work units with residential units and non-residential space. The non-residential uses are located in the TR (Transition) policy along McFerrin Avenue. The live/work units are located in the area of the policy seam between the TR policy and the T4 Urban Maintenance (T4 NM) policy which applies to the remainder of the subject



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site. The T4 NM policy area is intended to maintain the general character of existing urban residential neighborhoods. The T4 NM policy area will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, as with this proposed development, efforts should be made to retain the existing character of the neighborhood.

The plan proposes eight additional detached residential units located on an area to be amended into the SP boundaries. Vehicular access to the proposed units is from the private drive, continuing to consolidate access as density is increased. Pedestrian access from the units along Seymour Avenue is provided. The improvements to the sidewalk along the frontage of the property help connect to the existing sidewalk network at the intersection of Seymour Avenue and McFerrin Avenue. Setbacks and parking on the proposal are consistent with the previously approved SP. The plan includes architectural standards, in addition to the elevations, that will provide for a high-quality urban development that is consistent with the previously approved SP.

The plan is also proposing 3,250 square feet of non-residential uses. It was previously approved for 1,552 square feet of non-residential uses. This increase in square footage allows for more flexibility in the second level of the commercial structure, allowing it to be used as one residential unit or additional non-residential space. The increase of non-residential square footage is limited to the commercial structure located in the TR policy. Transition areas can minimize land use conflicts while providing opportunities for small-scale non-residential land uses and a mixture of mainly moderate- to high-density housing types. The proposed nonresidential square footage increase is appropriate in this area as it serves as a transition into residential and is located on McFerrin Avenue adjacent to other non-residential land uses.

The amended area, as well as the original properties included in the SP are within a historic overlay, requiring elevations to be approved by the Metro Historic Zoning Commission (MHZC). On October 15, 2025, the Metro Historic Zoning Commission reviewed the request and recommended approval with conditions. With those conditions met, Historic staff finds that the project meets the design guidelines for new construction in the Greenwood Neighborhood Conservation Zoning Overlay.

The proposed amended plan is consistent with the policy guidance for the TR and T4 NM policies, which supports infill development with a broader mix of housing types and small-scale non-residential land uses that provide an appropriate transition to integrate new development into the surrounding context.

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

Approve with conditions

- The front setbacks of 830 and 840 Seymour Avenue shall be included on the site plan so that the front setbacks for the units facing Seymour Avenue can be reviewed;
- The primary building width of the units facing Seymour Avenue shall not exceed thirty-eight feet (38'); and
- The final SP application shall incorporate design variations for the units addressing Seymour Avenue; and



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- The applicant shall return to the MHZC for review of materials, the rhythm and proportions of window and doors, utilities, and other details if the amended SP rezoning application is approved by Metro Council.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building construction or site details provided for review. Construction must comply with all applicable fire and building codes. Subject to additional review prior to issuance of building permits. Modification to construction or site plan may be required.

STORMWATER RECOMMENDATION

Approve with conditions

- Approved as a Preliminary review only. Must comply with all regulations in the Stormwater Management Manual at the time of final submittal for approval.

METRO WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. Submittal of an availability study is required before the Final SP can be reviewed. Once this study has been submitted, the applicant will need to address any outstanding issues brought forth by the results of this study. A minimum of 30% Water and Sanitary Sewer Capacity Fees must be paid before issuance of building permits. Unless and until 100% of Capacity Charge has been paid, No Water/Sanitary Sewer Capacity is guaranteed.

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- The following are general approval comments and conditions; With any MCSP (or half-section roadway) requirements, call out and dimension any ROW dedications on the final that are needed to accommodate.
- In general, and with the building permit plans, any proposed roadway half-sections, pavement widening, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details.
- There should be no earthen retaining walls installed in the public ROW.
- There should be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Note: A private hauler may be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov). Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening proposed. With final, Provide additional signage to aid drivers with drive aisles through site. Comply w/ NDOT traffic commits/conditions.



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TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Per previous conditions: At the time of Final SP approval, the appropriate one-way striping and signage shall be provided for the Private alley. Comply with NDOT general roads comments and conditions.

Maximum Uses in Existing Zoning District: RS5

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.8	8.71 F	7 U	90	9	8

Maximum Uses in Existing Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 1-2 (220)	-	-	19 U	139	10	13

Maximum Uses in Existing Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	-	-	776 SF	29	0	3

Maximum Uses in Existing Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	-	-	776 SF	87	7	8

Maximum Uses in Proposed Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	-	-	27U	198	14	19

Maximum Uses in Proposed Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	-	0.29	1,625 SF	61	2	6



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Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	-	0.29	1,625 SF	182	16	16

Traffic changes between maximum: **RS5, SP and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+96	+15	+9

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 zoning district: 0 Elementary 0 Middle 0 High

Projected student generation proposed SP district: 1 Elementary 1 Middle 1 High

The proposed SP zoning is expected to generate three more students than what is typically generated under the existing RS5 zoning. Students would attend Hattie Cotton Elementary School, Jere Baxter Middle School, and Maplewood High School. Hattie Cotton Elementary is identified as at under capacity, Jere Baxter Middle School and Maplewood High School are identified as at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools. This result is based on the amended area.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 23 multi-family residential units, 4 live/work units, and 3,250 square feet of non-residential uses as permitted within the MUN-A zoning district. Short term rental property, owner occupied and short-term rental property, not-owner occupied shall be prohibited for the entire development.
2. The commercial uses are limited to the structure labeled 1 on the site plan.
3. No changes or increase in units are approved on the remainder of the site (approximately 2.42 acres) as shown on the original SP approval other than those changes shown and/or listed in the SP amendment.
4. All previous conditions of BL2022-1397 and BL2025-749 shall apply unless included in this amendment.
5. No vehicle parking shall be permitted on the one-way private drive.
6. On the corrected copy, update the MHZC conditions of approval.
7. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
8. The Preliminary SP plan amendment is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.

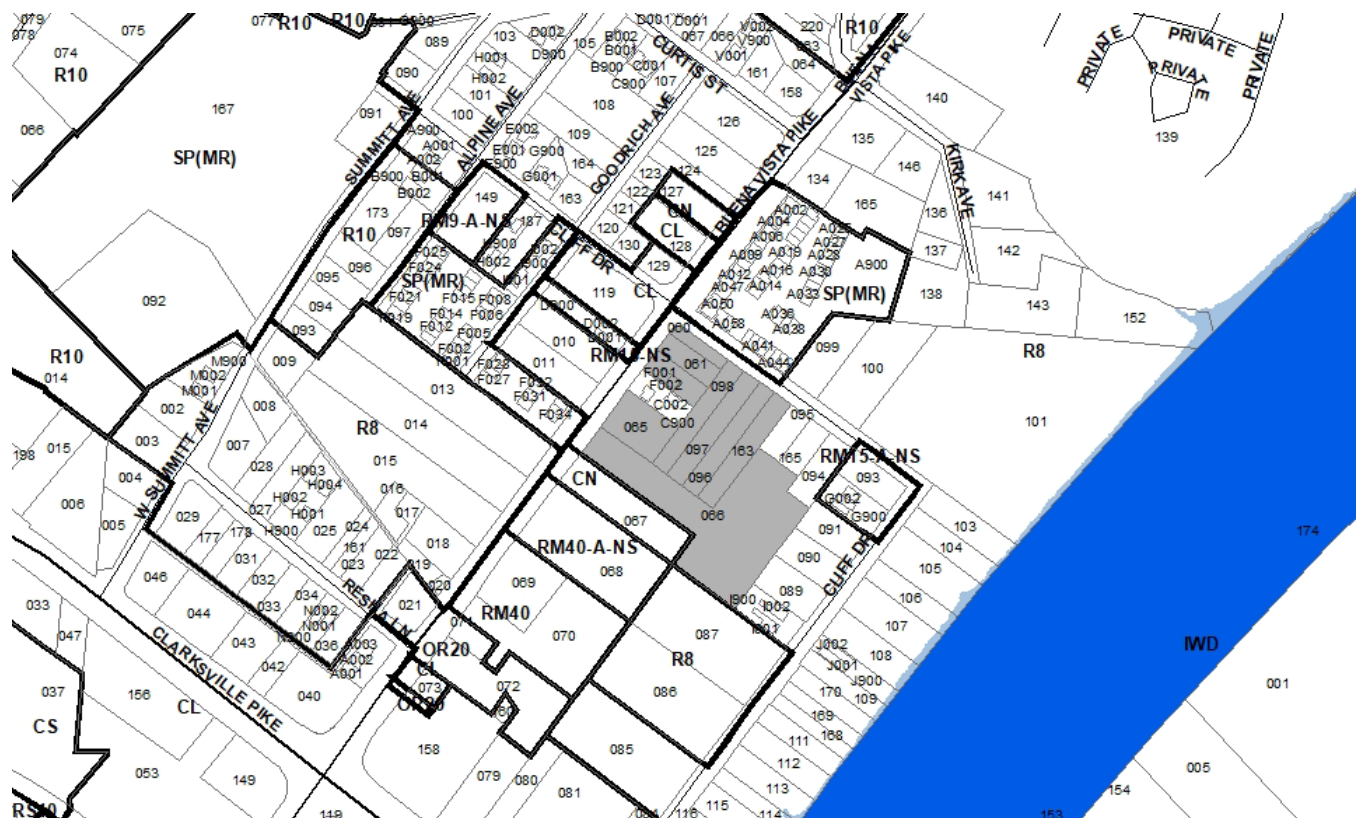


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9. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
10. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
11. Comply with all conditions and requirements of Metro reviewing agencies.
12. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9-A zoning district as of the date of the applicable request or application.
13. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
14. No Master permit/HPR shall be recorded prior to final SP approval.
15. Final plat may be required prior to permitting.



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2023SP-048-001

THE VILLAGE AT CLIFF DRIVE

Map 070-13, Parcel(s) 060-061, 065, 066, 096-098, 163

Map 070-13-0-F Parcel(s) 001-002, 900

03, Bordeaux-Whites Creek-Haynes Trinity

02 (Kyonzté Toombs)



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Item #4**Project Name****Council District****School District****Requested by****Specific Plan 2023SP-048-001****The Village at Cliff Drive**

02 – Toombs

01 – Taylor

Williams Engineering, applicant; Fed Development, LLC, Agape Properties of Music City, LLC, and O.I.C. Homes at 2138 Buena Vista Pike, owners.

Staff Reviewer**Staff Recommendation**

Schenk

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST**Preliminary SP to permit a mixed use development.**Preliminary SP

A request to rezone from One and Two-Family Residential (R8) to Specific Plan (SP) zoning for properties located at 2130, 2132 A, 2138 A, 2138 B, 2138 C, 2140 and 2142 Buena Vista Pike and 3005 A, 3005 B, 3007 and 3009 Cliff Drive, at the southwest corner of Buena Vista Pike and Cliff Drive (5.29 acres), to permit a mixed use development.

Existing Zoning

One and Two-Family Residential (R8) R8 requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.45 dwelling units per acre including 25 percent duplex lots. Based on acreage alone, R8 would permit a maximum of 28 lots with 7 duplex lots for a total of 35 units. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots. *Metro Codes provides final determinations on duplex eligibility.*

Proposed Zoning

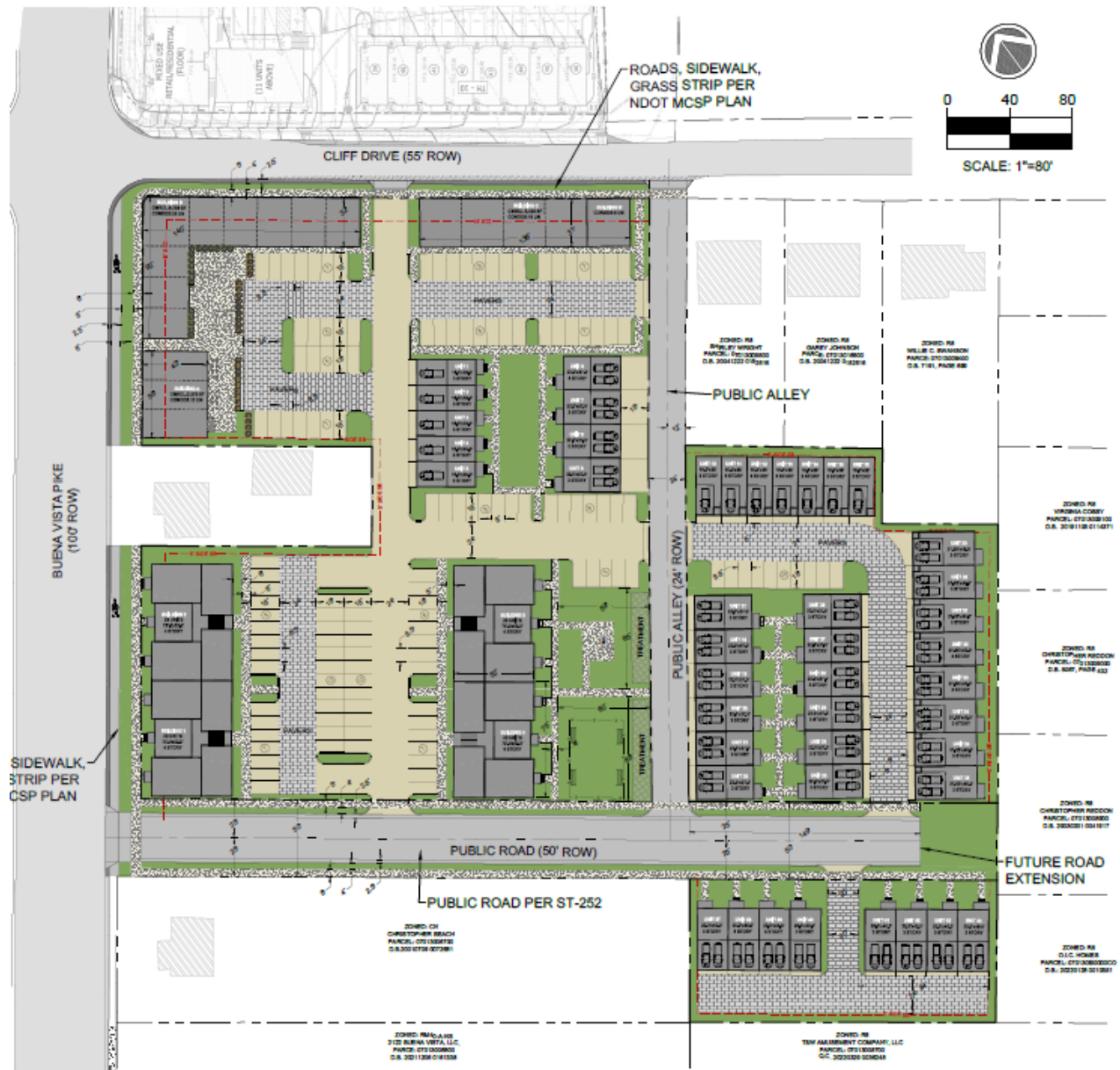
Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes residential uses in addition to office and/or commercial uses.*

BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN

T4 Urban Neighborhood Center (T4 NC) is intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5-minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.



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Proposed Preliminary SP

T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.



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Haynes Trinity Supplemental Policy (HTSP) This site is located within the Haynes Trinity Small Area Plan area of the Bordeaux-Whites Creek-Haynes Trinity Community Plan. The intent of the supplemental policy is to create and enhance neighborhoods with greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques.

SITE CONTEXT

The site consists of eleven parcels, totaling approximately 5.29 acres in size, and has been zoned R8 since 1974. The site is currently developed with single-family and two-family residential uses. Surrounding parcels are zoned One and Two-Family Residential (R8), Multi-Family Residential (RM15-NS), Commercial Limited (CL), Commercial Neighborhood (CN) and a Specific Plan (SP) that permits both multi-family residential and commercial uses. Surrounding parcels have developed with single-family residential, two-family residential, multi-family residential, and commercial uses. The site has frontage on Buena Vista Pike, which is identified as an Arterial-Boulevard in the Major and Collector Street Plan (MCSP) and Cliff Drive, which is a local street.

PLAN DETAILS

The proposed plan would permit a mixed-use development with a maximum of 225 multi-family residential units and a maximum of 12,082 square feet of nonresidential uses. The site is comprised of three separate districts, each permitting different uses, with District 1, located on the northwestern portion of the site, permitting both multi-family residential and commercial uses and Districts 2 and 3, located on the southern and eastern portions of the site, permitting multi-family residential uses. The district plan identifies uses and standards; however, the site plan governs the design of the site including building types and locations of permitted nonresidential and residential uses. District 1 is identified with ground floor nonresidential uses and upper level residential uses along the streets with attached (townhome) units towards the interior, District 2 is identified with stacked flats, and District 3 is identified with attached (townhome) units. The easternmost building of District 1 adjacent to the public alley is identified for residential use only.

All districts contain height standards, with Districts 1 and 2 permitting heights up to five stories and 75 feet, and District 3 permitting heights up to three stories and 45 feet. Additionally, District 3 contains a transitional height zone along the eastern property boundary that reduces the maximum height to 42 feet. The plan proposes units arranged along both Buena Vista Pike and Cliff Drive, as well as units arranged internally towards open spaces and a new east-west local street. The plan proposes varied setbacks, including a build-to zone for proposed buildings along Buena Vista Pike and Cliff Drive. Architectural standards, including material and glazing requirements are provided for all building typologies.

The site is accessed via a new east-west public street from Buena Vista Pike into the site and a new north-south public alley from Cliff Drive. The new east-west public street is stubbed to the eastern property line to allow for future connectivity. All existing street frontages as well as the new east-west street are proposed to be improved with sidewalks per the Major and Collector Street Plan (MCSP) standards. Parking for the site consists of surface parking behind buildings and garage parking for individual units.



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ANALYSIS

The proposed SP is located within the T4 Urban Neighborhood Center (T4 NC) policy and T4 Urban Neighborhood Evolving (T4 NE) policy areas. The T4 NC policy is intended to maintain, enhance, and create urban neighborhood centers that provide daily needs and services for surrounding urban neighborhoods that are generally within a five-minute walk. The T4 NE policy is intended to create and enhance urban residential neighborhoods by providing more housing choices with moderate to high density development patterns. The site is also within the Haynes Trinity Supplemental Policy, which is intended to promote greater housing choice and improved connectivity.

The proposed plan is consistent with the T4 NC and T4 NE policy areas. The SP proposes a mix of uses, including commercial and multi-family residential uses, consistent with the T4 NC policy goal of providing services to meet the daily needs of residents within a five-minute walk. The proposed SP is also consistent with the T4 NE policy by providing multi-family residential uses in a moderate to high density form and providing housing choice through the use of multiple building typologies. The plan also includes an urban form with shallow setbacks, articulated facades towards streets and open spaces, and building heights between three and five stories, with taller building heights closer to Buena Vista Pike and lower building heights towards the interior of the site. While the T4 NC policy typically supports heights up to three stories, several considerations would warrant additional height at this location. The site is located at an intersection of two streets along an Arterial-Boulevard and a planned transit route which would support additional height. Nearby sites also have heights above three stories, including an SP development adjacent to this site along Cliff Drive that permits a maximum building height of 70 feet, similar to the maximum height at this location. Additionally, there are nearby parcels that permit similar zoning intensity based on RM40 zoning, similar to the density of this site.

The plan is also consistent with the guidance of the Haynes Trinity Supplemental Policy, by promoting connectivity through the inclusion of a new public alley and local street through the site, allowing for future access to neighboring parcels. The site's location on Buena Vista Pike, an Arterial-Boulevard, and a bus route identified for future improvements with the Choose How You Move (CHYM) plan, also supports the policy goal of higher density along major corridors. Due to these considerations, staff finds the proposed plan is consistent with both the T4 NC and T4 NE policies and Haynes Trinity Supplemental Plan.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building detail, and/ or building construction information provided. Construction must meet all applicable building and fire codes. Any additional fire code or access issues will be addressed during the construction permitting process. Site plans or construction may require changes to meet adopted fire and building codes.

STORMWATER RECOMMENDATION

Approve with conditions

- Preliminary review only.



Metro Planning Commission Meeting of 11/13/2025

- Must comply with all regulations in the Stormwater Management Manual at the time of final submittal for approval.

WATER SERVICES RECOMMENDATION

Approve with conditions

- For the latest revision uploaded 9/11/24, Approved as a Preliminary SP only, Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. Submittal of an availability study is required before the Final SP can be reviewed. Once this study has been submitted, the applicant will need to address any outstanding issues brought forth by the results of this study. A minimum of 30% W&S Capacity must be paid before issuance of building permits.

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions.
- For final plans w/ new public roads, plans shall include proposed public roadway profiles, curvature, grade, tie-in profiles, drainage and utility data.
- Public roadway construction drawings shall comply with NDOT Subdivision Street Design Standards and specifications. Reference the following details: ST-200,-210,-215,-249,-252,-260,-263, -320,-324. Reference JBS drain inlet details type 3300v TYP (Contact NDOT roads for detail).
- All public street intersections should be provided with stop control(signs/bars) and ADA compliant pedestrian access ramps.
- Any public access point(ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements, otherwise additional MUTCD warning signs maybe required by traffic.
- Coordinate w/ metro planning on MCSP requirements along existing ROW frontages. For reference, provide call outs on the final site plan for any MCSP requirements by planning.
- Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT ST- standard details. If the project is in the Urban Services Tax District(USD-see city GIS interactive maps) a street lighting plan will be required with the final SP. Coordinate w/ Teresa Neal (teresa.neal@bargedesign.com) for street lighting plan approval.
- Submit landscape plan with the final SP.
- A mandatory referral approval will be required for proposed abandonments of existing ROW and/or encroachments into existing ROW.
- There shall be no earthen retaining walls installed in the public ROW.
- There shall be no vertical utility obstructions in new public sidewalks(or roadways) and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Submit waste/recycle disposal plan with final SP.



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- Note: No watering irrigation lines will be permitted in the ROW. Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW. (cont.)
- On site plans, call out “mill & overlay extents to be coordinated in field with NDOT inspector”.
- Comply w/ NDOT traffic comments/conditions of approval.
- Extend new 50 ft. public road off Buena Vista to Eastern property line. (cont.)
- Provide 20 ft. (depth) temporary turning easements into any private drive(s) close to stub road terminus.
- Comply w/ NDOT traffic approval comments/conditions.

TRAFFIC & PARKING RECOMMENDATION

Approve

METRO HISTORIC RECOMMENDATION

Approve with conditions

- Recommend Phase I archaeological survey.
- No additional comments or recommendations regarding WOC properties.

Maximum Uses in Existing Zoning District: **R8**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	5.29	5.63 D	35U	396	29	37

*Based on two-family lots

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	4.0	-	225 U	1,225	76	97

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.64	-	28,096 SF	1,061	26	107



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Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.64	-	28,096 SF	3,152	280	274

Traffic changes between maximum: **R8 and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+5,042	+353	+441

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 district: 3 Elementary 3 Middle 3 High

Projected student generation proposed SP district: 51 Elementary 27 Middle 22 High

The proposed SP zoning is expected to generate 91 additional students than the existing R8 zoning district. Students would attend Cumberland Elementary School, Haynes Middle School, and Whites Creek High School. Cumberland Elementary School and Haynes Middle School are identified as exceedingly undercapacity, while Whites Creek High School is identified as undercapacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 225 total multi-family residential units in all districts and a maximum of 12,100 square feet of nonresidential uses listed within the preliminary SP document within District 1. Short term rental property, owner occupied, and short term rental property, not-owner occupied, shall be prohibited in Districts 2 and 3.
2. On the corrected copy, update the purpose note to reflect the Permitted Uses condition.
3. On the corrected copy, remove the maximum height note on sheet SP 3.0 and replace with the following: Building height shall be measured from the average elevation of the four most exterior corners to the midpoint of the primary roof pitch or to the top of the parapet for a flat roof. Height in stories shall be defined per the definition of “story” in the Metro Code. Covered rooftop amenities shall be included in maximum height calculation.
4. On the corrected copy, remove Note 13 from Additional Standards and replace with the following: Modifications to raised foundations requirements may be considered by Planning upon review of the final SP depending on final grades and architectural elevations. Any modifications approved by Planning may require additional screening requirements.
5. On the corrected copy, update list of Permitted Uses for District 1 on Sheet SP3.0 to include uses listed in Note 13 under General Notes.



Metro Planning Commission Meeting of 11/13/2025

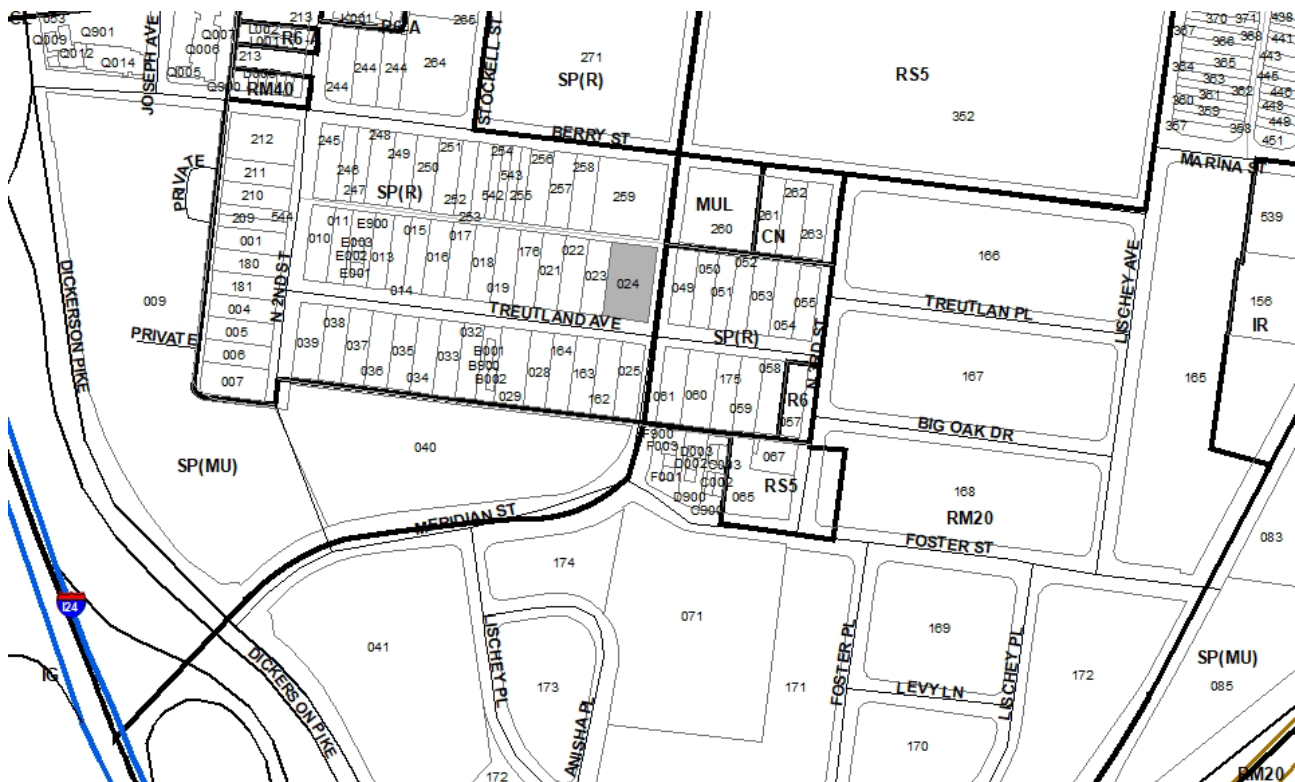
6. On the corrected copy, remove all references to apartments and condos and change to “multi-family residential units.”
7. On the corrected copy, add the following note: All mechanical units shall be screened from the right-of-way by landscaping or an enclosure, or a combination of both. Screening details are to be submitted with the final site plan.
8. The nonresidential uses shall be limited to the building locations as shown on the site plan.
9. Parking requirements shown on the site plan shall be per UZO parking maximums.
10. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards and conceptual elevations outlined on the preliminary SP for review and approval.
11. The final site plan shall provide sidewalks and frontage zones consistent with the Major and Collector Street Plan (MCSP) standards along Buena Vista Pike, Cliff Drive, and the new east-west local street.
12. All surface parking lots visible from public streets shall be screened by landscaping based on the parking lot screening standards in the zoning code. Landscaping screening details shall be reviewed at the final site plan.
13. Comply with all conditions and requirements of Metro reviewing agencies.
14. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
15. No master permit/HPR shall be recorded prior to final SP approval.
16. Final plat may be required prior to permitting.
17. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the MUL-A zoning district for District 1, RM40-A-NS for District 2, and RM20-A-NS for District 3 as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
18. The final site plan shall label all internal driveways as “Private Driveways.” A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
19. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
20. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
21. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 11/13/2025



2024SP-053-003

516 MERIDIAN STREET SP (AMENDMENT)

Map 082-11, Parcel(s) 024

05, East Nashville

05 (Sean Parker)



Metro Planning Commission Meeting of 11/13/2025

Item #5**Project Name****Council District****School District****Requested by****Specific Plan 2024SP-053-003****516 Meridian Street SP (Amendment)**

05 – Parker

01 – Taylor

Fulmer Lucas Engineering, applicant; 516 Meridian Investors, LLC, owners.

Deferrals

This item was deferred at the October 23, 2025 Planning Commission meeting. No public comment was held.

Staff Reviewer

Garland

Staff Recommendation*Defer indefinitely.*

APPLICANT REQUEST**Amend the SP to increase the maximum building height.**Preliminary SP

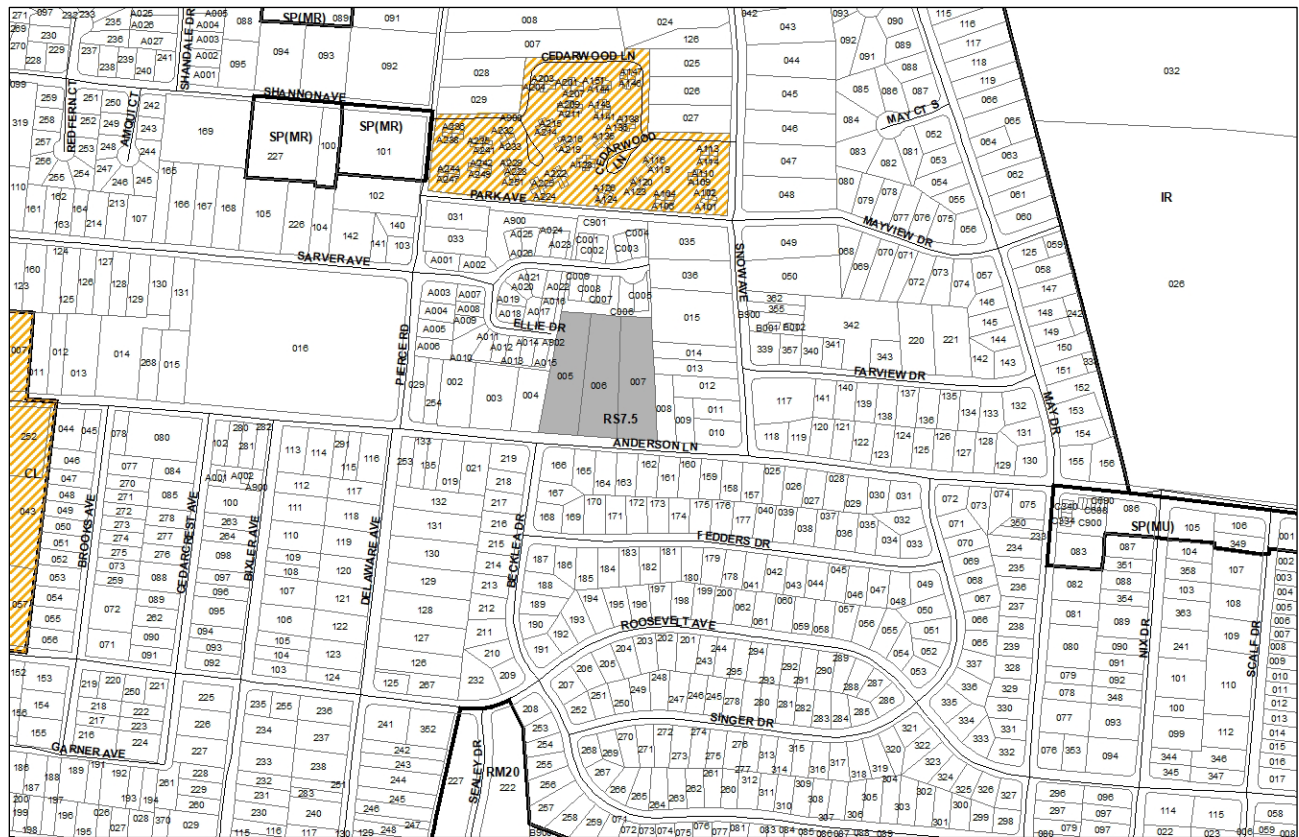
A request to amend a Specific Plan (SP) on property located at 516 Meridian Street, at the northwest corner of Treutland Avenue and Meridian Street (0.39 acres), to increase the maximum building height.

STAFF RECOMMENDATION

Staff recommends indefinite deferral.



Metro Planning Commission Meeting of 11/13/2025



2025SP-045-001 (formerly 2025Z-061PR-001)

515 ANDERSON LANE

Map 043-06, Parcel(s) 005-007

04, Madison

09 (Tonya Hancock)



Metro Planning Commission Meeting of 11/13/2025

Item #6**Specific Plan 2025SP-045-001 (formerly 2025Z-061PR-001)****Project Name****515 Anderson Lane****Council District**

09 – Hancock

School District

03 – Young

Requested by

Dale and Associates, applicant; Belle Meade Title and Escrow, owners.

Deferrals

This request was deferred at the August 14, 2025, August 28, 2025, September 25, 2025, and October 23, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Commey

Staff Recommendation*Defer to the December 11, 2025, Planning Commission meeting.*

APPLICANT REQUEST**Preliminary SP to permit 63 multi-family residential units.**Preliminary SP

A request to rezone from Single-Family Residential (RS7.5) to Specific Plan (SP) zoning for the properties located at 515 Anderson Lane and Anderson Lane (unnumbered), approximately 450 feet east of Snow Avenue and approximately 615 feet west of Pierce Road (3.93 acres), to permit 62 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the December 11, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 11/13/2025



2025SP-047-001
919 C GALLATIN AVENUE
Map 083-01, Parcel(s) 455
05, East Nashville
06 (Clay Capp)



Metro Planning Commission Meeting of 11/13/2025

Item #7**Project Name****Council District****School District****Requested by****Specific Plan 2025SP-047-001****919 C Gallatin Avenue**

06 – Capp

03 – Young

Dale and Associates, applicant; Condit Properties, owner.

Deferrals

This item was deferred at the October 23, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer

Marton

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST**Preliminary SP to permit a mixed-use development.**Preliminary SP

A request to rezone from Office/Residential (OR20) to Specific Plan (SP) zoning for property located at 919 C Gallatin Avenue, approximately 160 feet north of Petway Avenue (0.86 acres), to permit a mixed-use development.

Existing Zoning

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *OR20 would permit a maximum of 17 units.*

Proposed Zoning

Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes uses of MUN-A-NS and Artisan Manufacturing uses.*

EAST NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Maintenance (T4 NM) is intended to maintain the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity.

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.



Metro Planning Commission Meeting of 11/13/2025

Conservation policy on the site is associated with mild-moderate slopes in the northeast corner of the site.

SP Name	919 C Gallatin Avenue
SP Number	2025SP-047-001
Council District	06 (Clay Capps)
Map & Parcel	Tax Map 83-1, Parcel 455
Total Acreage	0.86 Acres
Current Zoning	OR20 (UZO)
Current Land Use	"Small Warehouse" – Existing 11,445 Sq Ft Structure
Proposed Zoning	SP – Regulatory

Specific Plan Standards

1. Permitted uses shall be limited to all uses of MUN-A-NS plus Artisan Manufacturing. Short term rental property, owner occupied and short term rental property, not owner occupied, shall be prohibited within the entire development.
2. Development shall be limited to the existing structure with expansion or addition of no more than 1,500 square feet of floor area inclusive of indoor and outdoor spaces. Locations for additions shall be limited to the western side of the property or within the interior/area currently paved or covered with impervious surface. Expansion of the existing footprint to the north, east or south shall not be permitted.
3. There shall be no increase to the existing building height and number of stories permitted with any addition. Maximum building height of any future addition shall be limited to two stories and maintain the current structure's roofline. Building height shall be measured from the average elevation (4 most exterior corners) at the finished grade.
4. Bulk standards, regulations and requirements for any addition or expansion of the existing structure shall be in accordance with the MUN-A-NS zoning district as of the date of the applicable request or application.
5. Prior to the approval of the Final Site Plan, a cross access easement to and through Parcels 418 & 442 shall be recorded.
6. A master parking plan including Parcels 418 & 442 shall be submitted for review along with the Final Site Plan.
7. Upon any addition or expansion of the existing structure, a Landscape Plan shall be submitted indicating compliance with the Metro Zoning Ordinance. Landscaping & tree density requirements per Metro Zoning Ordinance.
8. The final site plan/building permit site plan shall depict any required right of way dedication, any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within any required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of any required sidewalk. Vertical obstructions are only permitted within any required grass strip or frontage zone.

Proposed SP



Metro Planning Commission Meeting of 11/13/2025

SITE CONTEXT

The subject site consists of one parcel, totaling 0.86 acres, located east of Gallatin Avenue and just north of Petway Avenue. The property has been zoned OR20 since 1998 and currently includes a small warehouse with various tenants and retail, artisan manufacturing, and multi-media production uses. Surrounding properties are zoned Mixed-Use General-Alternative (MUG-A), Multi-Family Residential (RM20) and Commercial Service (CS), while surrounding land uses include retail, small warehouse, strip shopping center, multi-family residential, two-family residential and single-family residential. The site is accessed via Gallatin Avenue from the adjacent property at 919 A Gallatin Avenue (parcel 418) as well as the property at 919 B Gallatin Avenue (parcel 442). Gallatin Avenue is identified as an arterial boulevard in the Major and Collector Street Plan (MCSP).

PLAN DETAILS

The proposed SP is regulatory and would allow all uses within the MUN-A-NS, plus Artisan Manufacturing uses. These uses would take place within the existing building; however, the SP would allow for an expansion of the existing building up to 1,500 square feet of indoor and outdoor spaces. With any expansion of the existing building, the building height and number of stories will not increase beyond the existing building height, and the current roofline will be maintained, as conditioned by staff. The plan also includes requirements to record a cross-access easement between the subject property and parcels 418 and 442, as well as a master parking plan to be submitted with the final site plan review.

ANALYSIS

The SP proposes a mixed-use development that would allow uses within the MUN-A-NS zoning district and Artisan Manufacturing uses. The T4 NM policy is typically supportive of solely residential uses, however the mix of uses in the SP may be appropriate as the site is uniquely located and the plan supports the adaptive re-use of an existing warehouse structure along a highly commercial corridor. While the site is within the T4 NM policy, it lies along a policy seam, adjacent to T4 CM policy and currently functions more similarly to neighboring commercial properties that have direct frontage on to Gallatin Pike. The site is currently accessed via Gallatin Pike through the adjacent properties, and it does not have access via North 12th Street, or the larger T4 NM areas to the east. Uses would take place within the existing structure, and any expansions or renovations will retain the height of the existing building, ensuring compatible scale and massing. Additionally, the SP meets the general goals for consolidated access and site coordination along arterials and collectors as it proposes to share access as well as provide a master parking plan with the immediately adjacent properties at 919 A Gallatin Avenue and 919 B Gallatin Avenue, which currently contain similar uses.

WEGO RECOMMENDATION

Approve with conditions

- WeGo concurrence shall be required for the proposed “cross-easements” and “master parking plan”.
- Developer shall liaise and reach agreement with WeGo Robert.Johnson@Nashville.gov prior to Final case approval.



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FIRE MARSHAL RECOMMENDATION

Approve

- Must comply with applicable Fire and Building Codes. Tenants must obtain U&O permits.

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. The following are general approval comments and conditions;
- Any existing public access points (ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements. Coordinate w/ metro planning on MCSP requirements along existing ROW frontages. For reference, provide call outs on the final site plan for MCSP requirements. Call out and dimension any ROW dedications that are to accommodate ROW frontage requirements.
- In general, with a final: Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details. A mandatory referral approval will be required for any proposed abandonments of existing ROW and/or encroachments into existing ROW. There shall be no earthen retaining walls installed in the public ROW.
- There should be no vertical obstructions in new public sidewalks and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- With an increase of traffic trips out of existing access points, NDOT may require additional parking stalls to be removed for better line-of-sight between drivers pulling out and approaching drivers on Gallatin Pike.
- Cross access easements will be required with final. (cont.) Label easements on final plans.
- Comply w/ NDOT traffic comments/conditions of approval, in regards to MMTA requirements.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- New zoning mixed-used might require a Multimodal Transportation Analysis, Coordinate with NDOT to scope and conduct a Multimodal Transportation Analysis, MMTA for this development. The MMTA shall be finalized with NDOT prior to approval.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final SP approval. The approved construction plans must match the Final Site Plan/SP plans. A Capacity Study



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must take place and the required capacity reserved by confirmation of capacity fee payment prior to Final Site Plan/SP approval. Unless and until 100% of capacity charge has been paid, no water/sewer capacity is guaranteed.

Maximum Uses in Existing Zoning District: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (221)	0.43	20 D	9 U	47	3	5

Maximum Uses in Existing Zoning District: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.43	0.8 F	14,984	168	41	19

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	-	-	6,723 SF	56	1	1

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	-	-	3,361 SF	127	3	13

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	-	-	3,361 SF	377	33	32

Traffic changes between maximum: **OR20 and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+345	-7	+22



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METRO SCHOOL BOARD REPORT

The mix of uses could vary and assumption of impact at this point is premature. Students would attend Rosebank Elementary School, and Stratford STEM Magnet School (Middle School and High School). Rosebank Elementary School is identified as exceedingly overcapacity, while Stratford Magnet School is identified as exceedingly under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to all uses of MUN-A-NS and artisan manufacturing. Short term rental property, owner occupied and short term rental property, not owner occupied, shall be prohibited within the entire development.
2. On the corrected copy, remove the language of Note #2 and replace with the following: Development shall be limited to the existing structure with expansion or addition of no more than 1,500 total square feet, inclusive of indoor and outdoor space. Expansion of the existing footprint to the northern, eastern, or southern property lines shall not be permitted.
3. On the corrected copy, remove the language of Note #3 and replace with the following: There shall be no increase to the existing building height in feet and number of stories with any additions or expansions. Total maximum building height is limited to two stories. Height is defined per the "story" definition in the Code.
4. On the corrected copy, remove the language of Note #4 and replace with the fallback zoning language: If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the MUN-A-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. On the corrected copy, add the following to Note #7: Modifications may be approved by staff upon review of the landscape plan provided with the final SP.
6. On the corrected copy, remove Note #8.
7. Uses shall be located within the existing building only except for additions permitted as specified on the plan.
8. A cross access easement shall be established with the subject property and parcels 418 and 442 prior to final site plan approval.
9. With the final site plan, a master parking plan shall be provided for the subject property as well as parcels 418 and 442.
10. Any alteration on the site including, but not limited to building expansion, grading, and modifying parking areas, will require a final site plan.
11. With the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
12. Comply with all conditions and requirements of Metro Reviewing Agencies.
13. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.

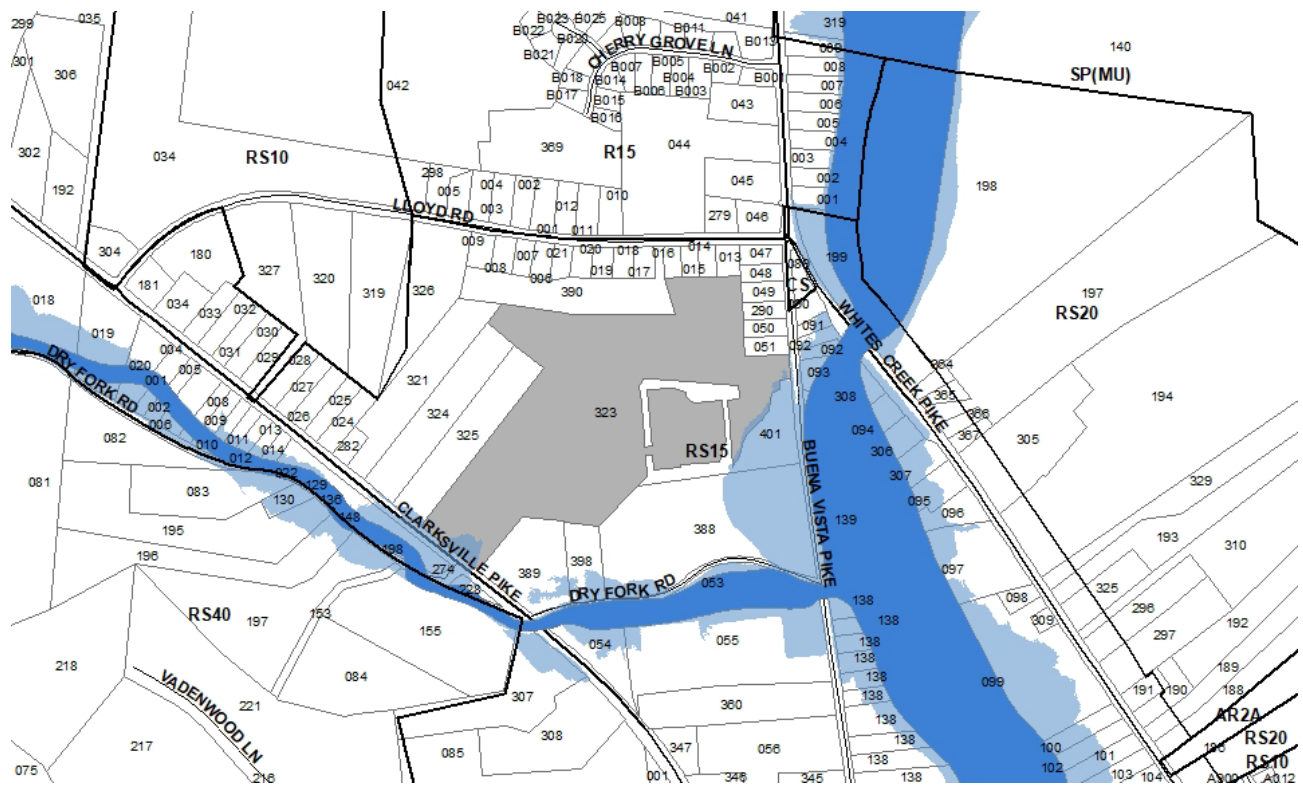


Metro Planning Commission Meeting of 11/13/2025

14. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the MUN-A-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
15. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
16. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Property Owners' Association.
17. No master permit/HPR shall be recorded prior to final SP approval.
18. Final plat may be required prior to permitting.
19. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
20. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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2024S-139-001

SHULAR CLARKSVILLE HIGHWAY

Map 048, Parcel(s) 323

03, Bordeaux - Whites Creek - Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 11/13/2025

Item #8**Project Name****Council District****School District****Requested by****Concept Plan 2024S-139-001****Shular Clarksville Highway**

01 – Kimbrough

01 – Gentry

Fulmer Lucas Engineering, applicant; Shular Tennessee Holding Company, LLC, owner.

Deferrals

This item was deferred at the August 14, 2025, August 28, 2025, September 11, 2025, September 25, 2025, and October 23, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Marton

Staff Recommendation

Defer to the December 11, 2025, Planning Commission meeting.

APPLICANT REQUEST

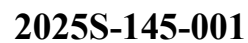
Concept plan to permit 77 residential lots.

Concept Plan

A request for concept plan approval to create 77 residential lots on property located at Clarksville Pike (unnumbered) approximately 575 feet south of Lloyd Road, zoned Single-Family Residential (RS15) and located in the Whites Creek at Lloyd Road Urban Design Overlay District (34.83 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the December 11, 2025, Planning Commission meeting.



Map 091-04, Parcel(s) 073

08, North Nashville

21 (Brandon Taylor)



Metro Planning Commission Meeting of 11/13/2025

Item #9**Project Name****Council District****School District****Requested by****Final Plat 2025S-145-001****Re-Subdivision of Part of Lot 40 Plan of Clifton**

21 – Taylor

05 – Fayne

Dale & Associates, applicant; Rightway Properties Plus II, LLC, owner.

Deferrals

This item was deferred at the September 11, 2025, and October 23, 2025, Planning Commission meeting. No public hearing was held.

Staff Reviewer**Staff Recommendation**

Konigstein

Defer to the December 11, 2025, Planning Commission meeting.

APPLICANT REQUEST**Request for final plat approval to create four lots.****Final Plat**

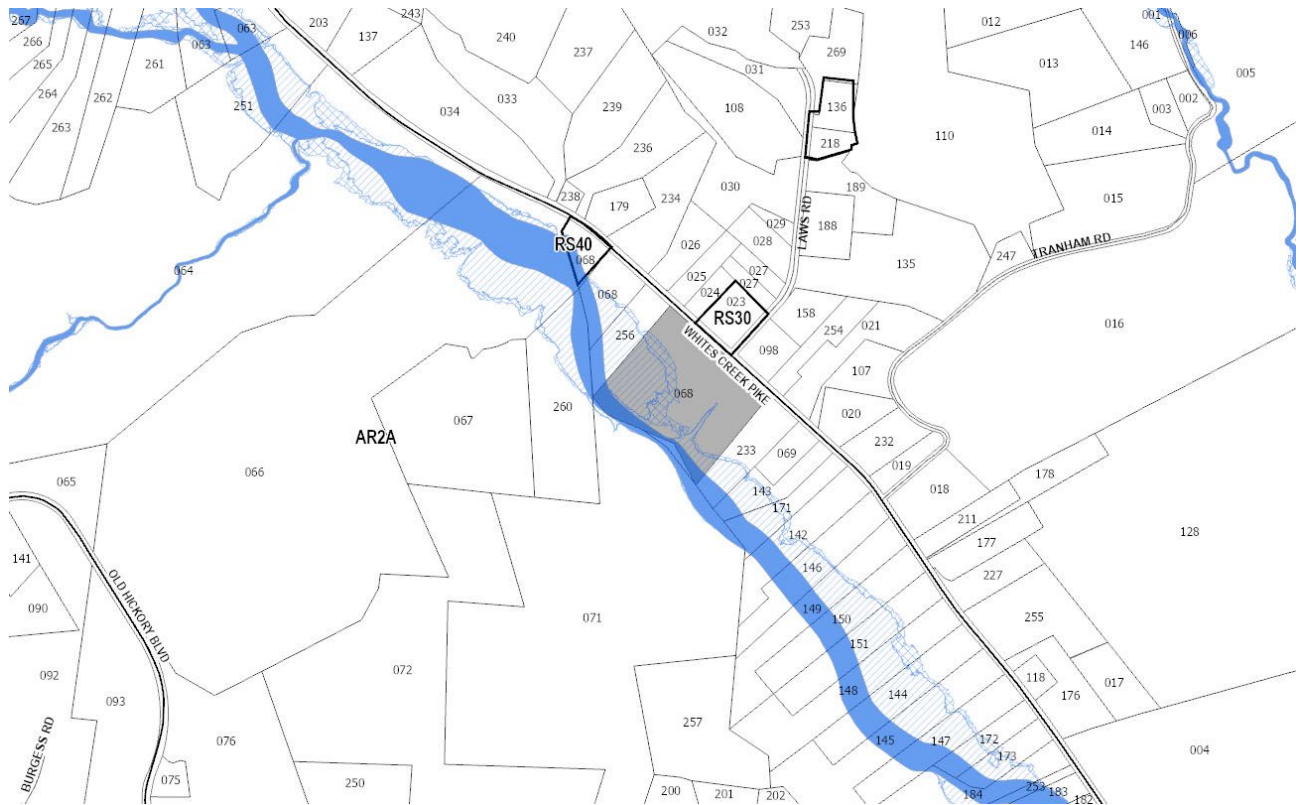
A request for final plat approval to create four lots on property located at 39th Avenue North (unnumbered), approximately 218 feet north of Alameda Street, zoned Single Family Residential (RS7.5) (0.69 acres).

STAFF RECOMMENDED ACTION

Staff recommends deferral to the December 11, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 11/13/2025



2025S-154-001

0 WHITES CREEK PIKE

Map 030, Parcel(s) 068

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 11/13/2025

Item #10**Project Name****Council District****School District****Requested by****Final Plat 2025S-154-001****0 Whites Creek Pike**

01 – Kimbrough

01 – Taylor

T-Square Engineering, applicant; Whites Creek Landco, LLC, owners.

Deferrals

This item was deferred on October 23, 2025. No public hearing was held.

Staff Reviewer

Garland

Staff Recommendation

Approve with conditions including variances to Section 4-2.5 of the Metro Subdivision Regulations.

APPLICANT REQUEST

Request for final plat approval to create four lots.

Final Plat

A request for final plat approval to create four lots on a portion of property located at Whites Creek Pike (unnumbered), approximately 75 feet south of Laws Road, zoned Agricultural/Residential (AR2a) (12.52 acres).

SITE DATA AND CONTEXT

Location: The site consists of one parcel located on the west side of Whites Creek Pike, approximately 75 feet from Laws Road.

Street Type: The site has frontage Whites Creek Pike, identified as a Scenic Arterial Boulevard in the Major and Collector Street Plan (MCSP). A 75-foot-wide scenic arterial easement is shown on the plat.

Approximate Acreage: 12.52 acres, or approximately 545,371 square feet.

Parcel/Site History: The parcel was created via instrument in 2025 (instrument number) which was formerly a portion of parcel 03000007100 located to the south.

Zoning History: The parcel has been zoned Agricultural/Residential (AR2a) since 1974.

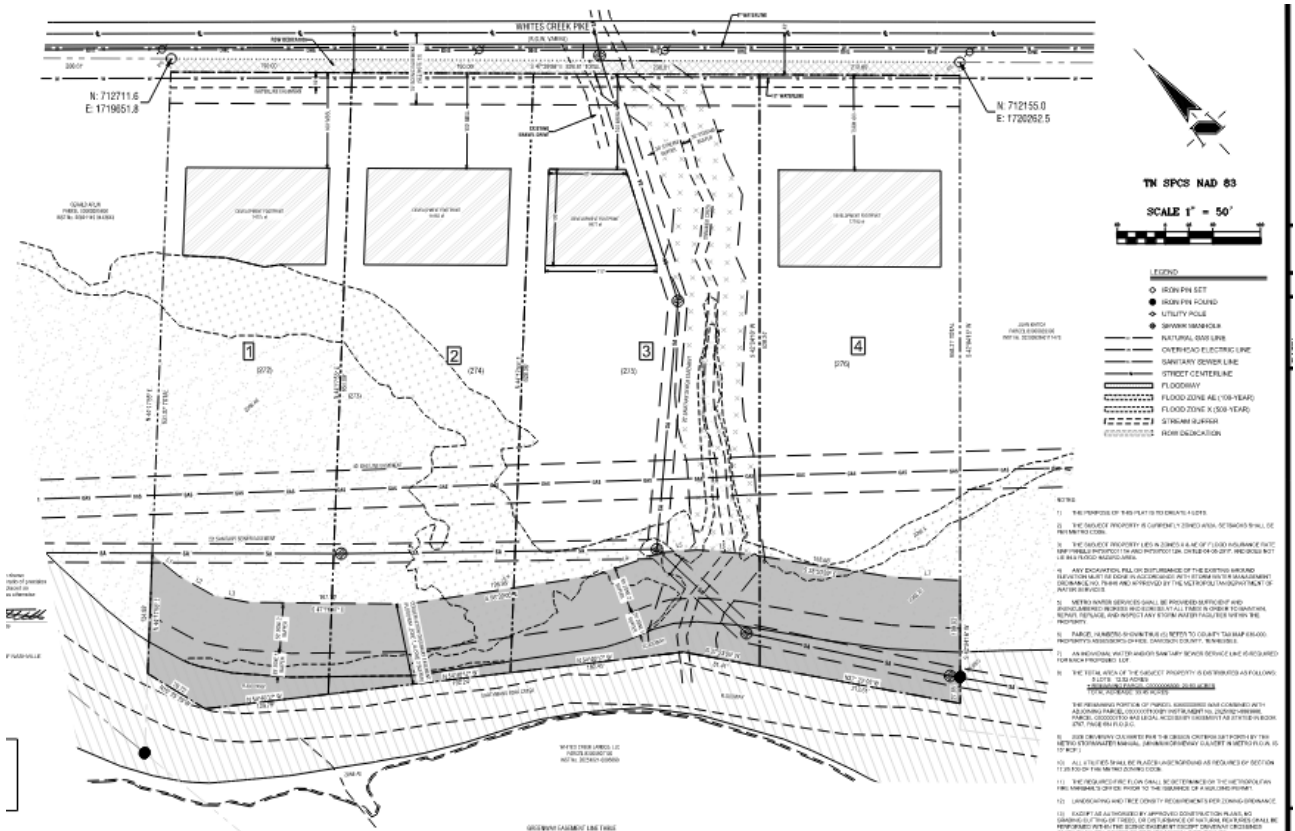
Existing land use and configuration: The parcel is currently vacant.

Surrounding land use and zoning:

- North: Agricultural/Residential (AR2a) and Single-Family Residential (RS30 & RS40)
- South: Agricultural/Residential (AR2a)
- East: Agricultural/Residential (AR2a)
- West: Agricultural/Residential (AR2a)



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Proposed Final Plat

Zoning: Agricultural/Residential (AR2a)

Minimum lot size: two acres

Maximum building coverage: 0.20

Minimum rear setback: 20 feet

Minimum side setback: 20 feet

Maximum height: 3 stories

Minimum street setback: 40 feet

PROPOSAL DETAILS

Number of Lots: 4

Lot sizes: Lot 1 is 2.86 acres (124,651 square feet), Lot 2 is 2.79 acres (121,555 square feet), Lot 3 is 3.52 acres (153,165 square feet), and Lot 4 is 3.08 acres (134,248 square feet).

Access: All proposed lots will have access from Whites Creek Pike. A condition of approval is that shared access is required for Lots 1 and 2 due to the location along an arterial boulevard. Shared access is not required for Lots 3 and 4 due to the location of the stream buffer on the eastern portion of Lot 3.

Subdivision Variances or Exceptions Requested: Variances to 4-2.5.a.1.c and Section 4-2.5.a.1.d. are required for lot size and lot frontage.



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APPLICABLE SUBDIVISION REGULATIONS

Volume III of NashvilleNext, the General Plan for Nashville and Davidson County, contains the Community Character Manual (CCM) which establishes land use policies for all properties across the County. The land use policies established in the CCM are based on a planning tool called a Transect, which describes a range of development patterns from most to least developed.

Prior versions of the Subdivision Regulations for Nashville and Davidson County contained a uniform set of standards that were applied Metro-wide. This did not take into account the diverse character that exists across the County. In order to achieve harmonious development within the diversity of development patterns that exist in Nashville and Davidson County, the Planning Commission has adopted the current Subdivision Regulations. The Subdivision Regulations incorporate the General Plan policies by including rules or standards for each specific transect. This allows policies of the General Plan to be followed through application of the varying Subdivision Regulations to reflect the unique characteristics found in the different transects. This site is located within the Rural Countryside (T2 RCS) policy. For sites within the T2 Rural transect, the regulations found in Chapter 4 are utilized.

There are several subdivision options within the Rural Subdivision Regulations. This proposal utilizes the Countryside Character Design Open Alternative option as described in Section 4-2.5.a.1 of the subdivision regulations.

4-2. Development Standards

4-2.1 Identification of Primary Conservation Land

Prior to design of any subdivision plan with new streets or joint access easement, Primary Conservation Land shall be identified and, subject to the provisions of Sections 4-2.2 and 4-2.3, preserved from any disturbance.

Not applicable as no new streets or joint access easements are proposed.

4-2.2 Preservation of Conservation Land

Unless an exception is granted under Section 4-2.3, all Primary Conservation Areas shall be preserved and set aside through an appropriate means such as conservation easements and/or open space.

Not applicable as no new streets or joint access easements are proposed.

4-2.3 Development Footprint

The remaining land outside of the boundary of the Primary Conservation Land shall be designed as the Development Footprint.

Not applicable as no new streets or joint access easements are proposed.

4-2.4 Building Placement

In subdivisions without new streets or joint access easements, any subdivision application shall note proposed building envelopes. Building envelopes shall not be within areas listed in Section 4-2.1(a) through Section 4-2.1(j). The building envelopes have been identified



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outside of the sensitive features, which are areas of steep slopes and the 100-year and 500-year flood zone, located at the rear of the property.

4-2.5 Rural Character Design

a. Countryside Character Option. This option may be used for any rural character subdivision. It is intended to maintain a natural, open rural character by minimizing the visual intrusion of development along primary roadways through the use of setbacks, building placement, existing vegetation and natural topographic features that obscure the view of development from the street.

1. Open Alternative – Street frontage without existing vegetative or topographical screening. For purposes of this section, “surrounding parcels” is defined as the five R, RS, AR2a, or AG parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same blockface, whichever is less. If there are no surrounding parcels, the screened alternative shall be used. Lots 1-5 are located along an existing street and were reviewed against (a) through (d) below.

a. Building Setback along existing public streets.

Complies. The building setbacks are required to be varied, and a minimum setback line is required to be platted when the average setback of abutting parcels is more than the minimum required street setback established by the zoning. Where the minimum required street setback is less than the average street setback of the two parcels abutting either side of the lot proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback of the abutting parcels. The average front setback of the abutting parcels is approximately 100 feet, which is greater than the 40 foot setback required per Zoning Code. Therefore, a setback is included on the plat.

b. Lot Depth along existing public streets.

Complies. The minimum depth for lots along existing public streets shall be the building setback required by Sec 4-2.5(a) plus 300 feet. This provision requires a 400-foot lot depth. The proposed lots meet the lot depth requirements.

c. Lot size along existing public streets.

Does not comply. A compatibility analysis was conducted per this requirement based on the surrounding parcels. The minimum lot size is to be either equal to or greater than 70 percent of the lot size of the average size of surrounding parcels or equal to or larger than the smallest of the surrounding parcels, whichever is greater. The result of the analysis is that the minimum lot size required is approximately 911,349 square feet. Lot 1 is proposed as 124,651 square feet, Lot 2 is proposed as 121,555 square feet, Lot 3 is proposed as 153,165 square feet, and Lot 4 is proposed as 134,248 square feet. Lots 1 – 4 are all below the minimum requirement. A variance is required and discussed below

d. Lot frontage abutting existing public streets.

Does not comply. A compatibility analysis was conducted per this requirement based on the surrounding parcels. The result of the analysis is that the minimum



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lot frontage required is 258 feet. Lot 1 frontage is proposed at 190 feet of frontage, Lot 2 190 feet, Lot 3 236.81 feet, and Lot 4 210 feet. All lots are below the required minimum lot frontage. A variance is required and discussed below.

- e. *Street lights.*
Not applicable for this case.
- f. *Conservation Development.*
Not applicable for this case.
- g. *Compact Development.*
Not applicable for this case.

Subdivision Variances or Exceptions Requested: *Yes. This request requires a variance from 4-2.5.a.1.c. for minimum lot size and 4-2.5.a.1.d. for minimum lot frontage.*

Section 1-11, Variances, permits the Planning Commission to grant variances to the Subdivision Regulations when it finds that extraordinary hardships or practical difficulties may result from strict compliance with the regulations. While the regulations grant the Commission the authority to grant variances, the regulations state that “such variance shall not have the effect of nullifying the intent and purpose of the Subdivision Regulations.” In order to grant a variance, the Commission must find that:

1. The granting of the variance shall not be detrimental to the public safety, health, or welfare or injurious to other property or improvements in the neighborhood in which the property is located.
2. The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property.
3. Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations were carried out.
4. The variance shall not in any manner vary from the provisions of the adopted General Plan, including its constituent elements, the Major Street Plan, or the Zoning Code for Metropolitan Nashville and Davidson County (Zoning Code).

Variance Analysis

Variance Request - Minimum Lot Size

Section 4-2.5.a.1.c. requires the minimum lot size along public streets to be either equal to or greater than 70 percent of the lot size of the average size of surrounding parcels or equal to or larger than the smallest of the surrounding parcels, whichever is greater. The result of the analysis is that the minimum lot size required is approximately 911,349 square feet. The proposed lot sizes range from 130,942 square feet to 134,802 square feet. When considering the lot size pattern in the broader area along the same block as Whites Creek Pike, several existing parcels have lot sizes from 59,530 square feet to 7,735,823 square feet. Given the context of this site being in a rural policy where variations in lot size are supported, and there is a varying pattern along the street. The lot size variance is not a detriment to the public safety, health, or welfare of the surrounding neighborhood.



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Building areas are identified on the plat, ensuring that development is occurring outside of sensitive environmental features. The conditions are unique to the subject property in that substantially larger parcels exceeding 90 acres are included in the compatibility criteria. The strict application of this standard would not permit the development of one rural lot. Staff finds that a variance for minimum lot size would not be in conflict with the intent of the Rural Subdivision Regulations and does meet all the requirements for the Commission to grant a variance.

Variance Request - Minimum Lot Frontage

Section 4-2.5.a.1.d. requires the minimum lot frontage along existing public streets to be equal to or greater than 70% of the average size of surrounding parcels or equal to or greater than the smallest, whichever is greater. In this case, the minimum required lot frontage for all lots is approximately 258 feet. The proposed lot frontages are between 190 feet to 210 feet. When considering the lot frontages of parcels in the broader area, several parcels along Whites Creek Pike have frontages between 112 feet to 1,179 feet. The frontages south of the subject site have a more consistent pattern of 200 feet of frontage. The frontages north of the subject site are much greater. When including these parcels in the compatibility analysis, while the required frontage would still be larger than the frontage proposed for all of the lots, the proposed frontages of 205 and 210 would be closer to the pattern of the existing lots to the south. The lot frontage variance is not a detriment to the public safety, health, or welfare of the surrounding neighborhood. The requirements of the Major and Collector Street Plan are still met with the variance request. Staff finds that a variance for minimum lot frontage would not conflict with the intent of the Rural Subdivision Regulations and does meet all the requirements for the Commission to grant a variance.

PLANNING STAFF COMMENTS

With the exception of the compatibility criteria, the proposed subdivision meets the standards of the Metro Subdivision Regulations and Metro Zoning Code. Future development will be required to meet the standards of the Metro Zoning Code regarding setbacks, building heights, etc.

POLICY CONSIDERATIONS

A recent appeals court decision (Hudson et al v. Metro) upheld a lower court decision which outlined that the Planning Commission has the authority to determine whether a subdivision complies with the adopted General Plan (NashvilleNext). Per the Court, the Planning Commission may not evaluate each subdivision to determine whether it is harmonious generally but may consider policy. Policy information is provided below for consideration.

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to the entirety of this property is T2 RCS (Rural Countryside). The goal of the T2 RCS Policy is to maintain the rural countryside as a permanent choice for living and not as a holding or transitional zone for future urban or suburban development. Appropriate land uses in the T2 RCS policy include maintenance of the land in its natural state, small scale agricultural and related accessory and support uses, residential, institutional, and rural subdivisions. The proposed subdivision creates four rural, residential lots, consistent with the supported land uses of the policy. Staff finds that the proposed plat does meet the intent of the T2 RCS policy to provide rural residential lots as maintaining the general character of rural neighborhoods.



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COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building details, and/ or building construction information provided. Future construction and development must meet all applicable building and fire codes. Any additional fire code or access issues will be addressed during the construction permitting process. Site plans or construction may require changes to meet adopted fire and building codes.

GREENWAYS RECOMMENDATION

Approve with conditions

- The Conservation Greenway Easement Agreement must be recorded with the Davidson County Register of Deed's Office prior to any use and occupancy or issuance of the first Use and Occupancy letter for any new build on any of the lots.
- Coordinate with Greenways staff to process the Conservation Greenway Easement Agreement for Park Board and Metro Council approval.
- Maintenance within the Greenway Conservation Easement to be performed by the property owner(s) until such time as the greenway is built or as otherwise approved in writing by Parks.
- Greenway trail to be open to the public 365 days/year per Metro Parks approved operating hours, except for times of routine maintenance where temporary closure is required for public safety.
- Any access into the Conservation Greenway Easement and/or onto the greenway trail must be approved by Greenways.
- No obstructions such as site furniture, signage, and lighting are allowed in the Conservation Greenway Easement unless approved by Greenways staff.
- The Conservation Greenway Easement must be dedicated and memorialized in a Metro Parks' Conservation Greenway Easement Agreement (CGEA), including two exhibits: a legal description and a boundary survey of the easement, all of which must be executed by the property owner, notarized, submitted to, and approved by Greenways within 30 days of the recording of the final plat and before any building permit may issue.

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic conditions to be set at the time of final site plan or building permit approval for individual lots. (Traffic studies, driveway distances, access sight triangles, etc.)



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WATER SERVICES RECOMMENDATION

Approve with conditions

- Attached is a copy of the above-referenced subdivision (uploaded by planning on Oct. 6, 2025) on which we recommend approval. The W&S Capacity fees must be paid prior to service connections.

METRO HEALTH RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions including variances to Section 4-2.5 of the Metro Subdivision Regulations.

RECOMMENDED ACTION

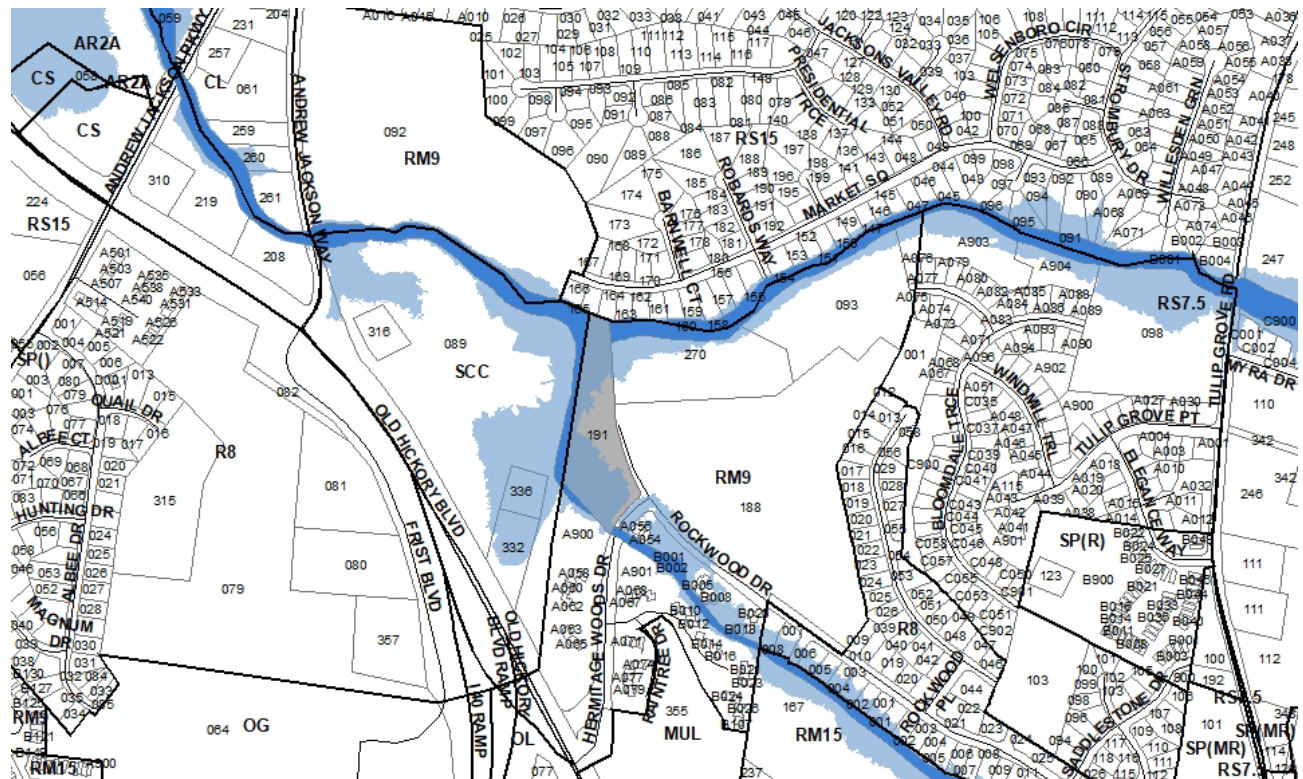
Motion to approve proposed subdivision Case No. 2025S-154-001 based on the Section 4-2.5 finding that the subdivision does comply with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

CONDITIONS

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. On the corrected copy, update the purpose note to four lots.
3. On corrected copy, show shared access for Lots 1 and 2.
4. On the corrected copy, update number of lots being created in Note 8.
5. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.



SEE NEXT PAGE



THIENEMAN TOWNHOMES (AMENDMENT)

Map 086, Parcel(s) 191

14, Donelson-Hermitage-Old Hickory

12 (Erin Evans)



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Item #11

Project Name

Council District

School District

Requested by

Planned Unit Development 154-73P-001

Thieneman Townhomes (Amendment)

12 – Evans

04 – Nabaa-McKinney

Ingram Civil Engineering, applicant; Gordon F. McCammon, owner.

Deferrals

This item was deferred at the June 26, 2025, July 24, 2025, August 28, 2025, September 11, 2025, September 25, 2025, and October 23, 2025, Planning Commission meetings. No public hearing was held.

Staff Reviewer

Schenk

Staff Recommendation

Defer to the December 11, 2025, Planning Commission meeting.

APPLICANT REQUEST

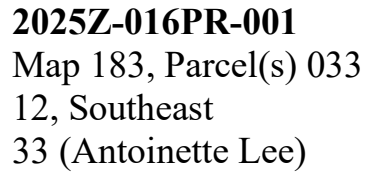
Amend a PUD to permit 14 multi-family residential units.

PUD Amendment

A request to amend a portion of a Planned Unit Development Overlay District on property located at Old Hickory Boulevard (unnumbered), at the southwest corner of Rockwood Drive and Hermitage Woods Drive, zoned Multi-Family Residential (RM9) (3.32 acres), to permit 14 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the December 11, 2025, Planning Commission meeting.





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Item #12

Council District

School District

Requested by

Zone Change 2025Z-016PR-001

33 – Lee

06 – Mayes

TTL, Inc., applicant; David & Marcie Matheny, owners.

Deferrals

This item was deferred at the February 27, 2025, March 27, 2025, April 10, 2025, May 8, 2025, May 22, 2025, June 26, 2025, July 24, 2025, September 11, 2025, September 25, 2025, and October 23, 2025, Planning Commission meetings. A public hearing was held and closed at the February 27, 2025, Planning Commission meeting.

Staff Reviewer

Konigstein

Staff Recommendation

Defer indefinitely.

APPLICANT REQUEST

Zone change from AR2a to RM9-NS.

Zone Change

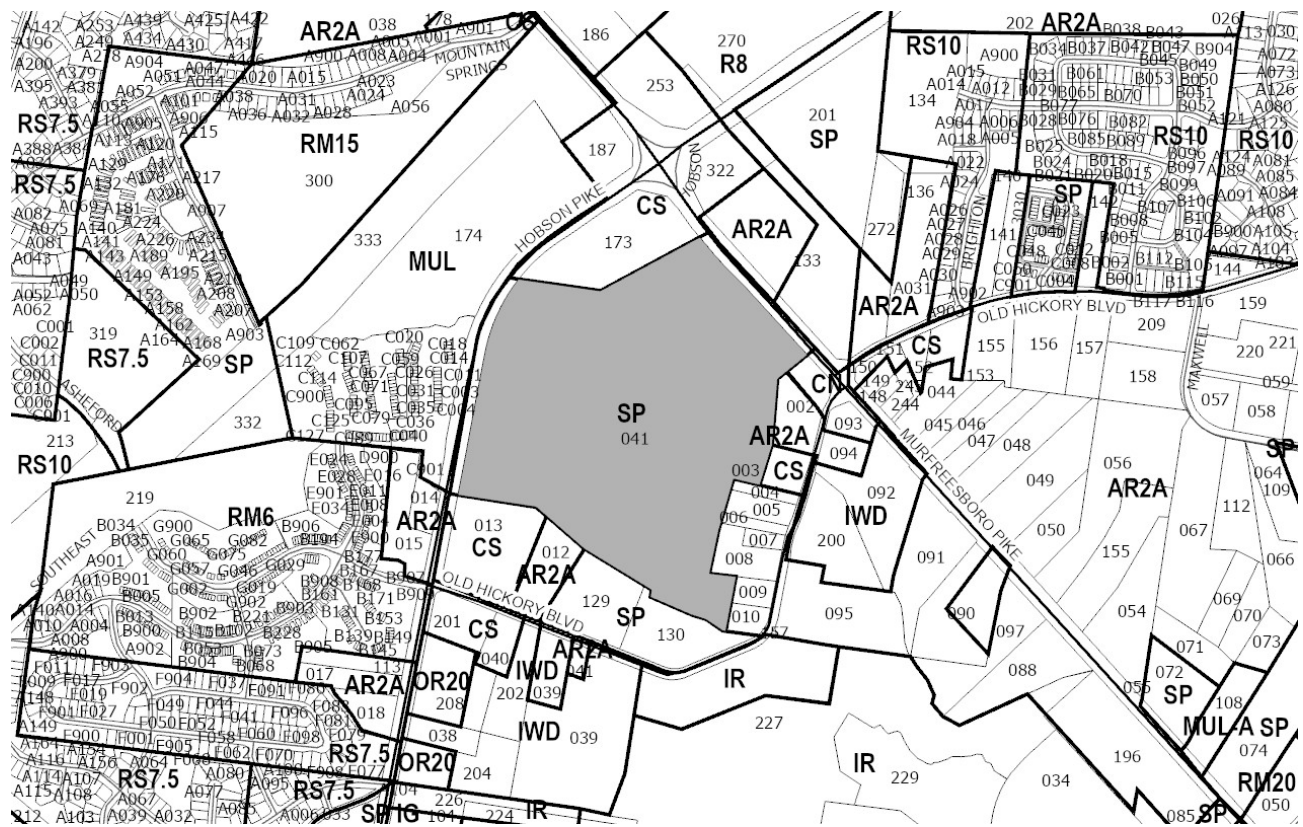
A request to rezone from Agricultural/Residential (AR2A) to Multi-Family Residential - No Short-Term Rental (RM9-NS) zoning for property located at 13302 Old Hickory Boulevard, approximately 1,014 feet west of Twin Oaks Lane (6.3 acres)

STAFF RECOMMENDATION

Staff recommends indefinite deferral.



Metro Planning Commission Meeting of 11/13/2025



2008SP-002-005

3839 MURFREESBORO PIKE MIXED USE DEVELOPMENT (AMENDMENT)

Map 164, Parcel(s) 041

13, Antioch – Priest Lake

32 (Joy Styles)



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Item #13
Project Name

Specific Plan 2008SP-002-005
3839 Murfreesboro Pike Mixed Use
Development (Amendment)

Council Bill
Council District
School District
Requested by

BL2025-1089
32– Styles
06 – Mayes
Kimley-Horn, applicant; Hobson Pike Land, LLC, owners.

Staff Reviewer
Staff Recommendation

Konigstein
Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

SP amendment to permit a mixed-use development.

SP amendment

A request to amend a Specific Plan (SP) for property located at 3839 Murfreesboro Pike, approximately 277 feet north of Old Hickory Boulevard (65.32 acres), and located within the Murfreesboro Pike Urban Design Overlay (UDO) district to permit a mixed-use development.

Existing Zoning

Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes residential uses in addition to office and/or commercial uses.*

Proposed Zoning

Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes residential uses in addition to office and/or commercial uses.*

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.



D Industrial (D IN) is intended to maintain, enhance, and create industrial districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers, and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of D IN are also found.



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T3 Suburban Community Center (T3 CC) is intended to enhance and create suburban community centers that serve suburban communities generally within a 10- to 20-minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial, and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks, and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

Murfreesboro Pike Urban Design Overlay (UDO) is intended to foster suburban development that is pedestrian friendly while still accommodating for the market needs of suburban development. This UDO focuses on broad design standards while emphasizing best practices for quality suburban design.

HISTORY

In June 2008, the Metro Planning Commission recommended approval of an SP on this property to permit up to 250 multi-family residential units and up to 421,500 square feet of commercial uses on the subject property. The bill (BL2008-137) was passed by Metro Council in July 2008. In February 2011, an SP amendment was approved by Metro Council (BL2010-805) which temporarily permitted previously approved uses associated with the Starwood Amphitheater. A second amendment was approved by Metro Council in 2018 (BL2018-1155) permit up to 200 single-family residential units, up to 350 multi-family residential units, and up to 421,500 square feet of non-residential uses. This application is currently proposing to amend the SP to revise the layout and modify the permitted uses.

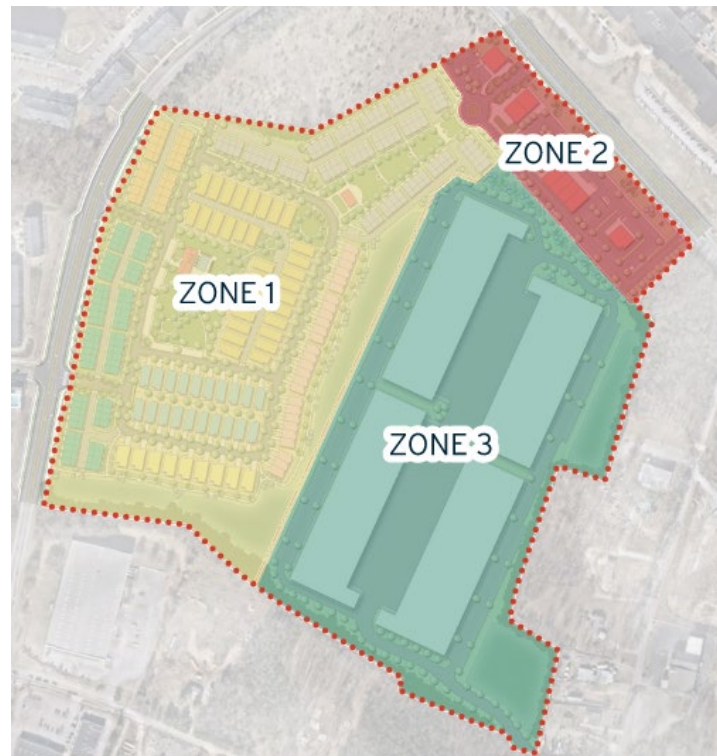
SITE CONTEXT AND PLAN DETAILS

The site consists of one parcel that is approximately 65 acres and located at the southeast corner of Hobson Pike and Murfreesboro Road. The property is currently vacant land. The surrounding area includes a variety of uses and zoning districts. Surrounding properties are zoned Agricultural/Residential (AR2a), Mixed Use Limited (MUL), Commercial Service (CS), One and Two-Family Residential (R8), and Specific Plan (SP). The site is where the former Starwood Amphitheater operated.

At the September 25, 2025, Planning Commission meeting, a Community Plan Amendment was approved, which modified the existing T3 CC (Zone 2) and D IN (Zone 3) policy boundaries and established a T3 NE (Zone 1) policy area on the southwestern portion of the site. The amended SP plan proposes three zones that align with the respective policy areas. Zone 1 is approximately 29.81 acres, within the T3 NE policy area, and has residential uses. Zone 2 is approximately 5.84 acres, within the T3 CC policy area and permits non-residential uses. Zone 3 is approximately 29.67 acres, within the D IN policy area and permits office and light industrial uses.



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Zone Delineations on Site

The residential zone, Zone 1, proposes a variety of residential unit types and active and passive open space areas. Short term rentals, owner-occupied and not-owner occupied are prohibited. The proposed plan includes a total of 174 front and rear loaded townhome units and 61 single family units. There are a variety of unit types proposed with variations in size and garages. “Park Townhomes” shown in purple on the site plan are alley loaded and oriented toward open space or internal drives. The townhomes on the border of the northern part of this area are limited to two stories given their proximity to the property line and to maintain a sufficient distance between unit facades and future development on the site to the north. “Cottage Single Family Houses” in dark yellow internal to the site are also alley loaded and front either open space or internal drives. “Trail Townhomes” depicted in pink are front loaded and overlook the proposed trail network. Along Hobson Pike are the “Hobson Townhomes” and “Active Adult Townhomes” which orient toward either Hobson Pike or the internal drive. With these units being rear loaded, it provides the opportunity for sidewalk connections and pedestrian connectivity to the public right-of-way and through the site. The “Large Single Family Houses” in light yellow on the southern portion of the site are front loaded and overlook the trail slightly further south. The “Standard Single Family Houses” shown in light blue are front loaded and orient to the internal drives. All single-family units are proposed to be on their own lot with minimum lot sizes listed depending on the type of unit. All residential units have a height of three stories in 35 feet, with the exception of the Park Townhomes as outlined above. Height is measured from the average elevation at finished grade to the plate height of the upper level of building.



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Sidewalk connections are provided from all units to the abutting public street, Hobson Pike, or to the private drives throughout the site. The plan also features a private walking trail, “Starwood Tribute Trail” along the southern and eastern portions of Zone 1 highlighting the history of the site.

Zone 2, the commercial zone, proposes a maximum of 25,000 square feet of non-residential uses including entertainment, restaurant, and retail uses. The maximum height for this area is two stories in 30 feet, measured to the average elevation at finished grade to the plate height of the upper level of the building. This portion of the site is required to comply with the standards of the Murfreesboro Pike Urban Design Overlay (UDO) with submittal of the final site plan.

Zone 3, the industrial zone, is limited to a maximum of 500,000 square feet of light industrial and office uses. A maximum height of one story in 50 feet is proposed for all structures in this zone, measured to the average elevation at finished grade to the plate height of the upper level of the building. Access to Old Hickory Boulevard to the south is provided via an access easement at the southeast corner of the zone which was approved with the SP (2022SP-051-002) on the parcel to the south. One of the Nashville Department of Transportation (NDOT) conditions for 2022SP-051-002 was that no truck access would be permitted from the site going toward Murfreesboro Pike until roadway improvements are made to support the proposed industrial uses. A final site plan has not yet been submitted for this development, therefore the timing of the development of Zone 3 of this SP will likely be dependent on when roadway improvements associated with the SP to the south have been made.

The plan provides preliminary elevations for all unit types within the residential zone. Architectural standards detailing façade articulation, glazing, materials and roof guidelines are outlined for all structures. Bulk standards associated with each zone include setbacks, build-to zones, height, Floor Area Ratio (FAR), and Impervious Surface Ratio (ISR) requirements.

Throughout the site there are private drives connected to Murfreesboro Pike, Hobson Pike and Old Hickory Boulevard via an access easement. Vehicular access is provided from two points on Hobson Pike and one point on Murfreesboro Pike. Per the MCSP requirements, the plan shows a 12-foot-wide sidewalk and six-foot-wide planting strip along Hobson Pike, a designated scenic arterial boulevard. On Murfreesboro Pike, an arterial boulevard, an eight-foot-wide sidewalk, six-foot-wide planting strip, and six-foot-wide bike lane are shown. Trees are proposed in both planting strip areas. New interior private drives include a five-foot-wide sidewalk and a five-foot-wide planting strip.

ANALYSIS

This site is located between two high classification streets and in an area with a variety of uses. Each zone on the site proposes uses supported by the recently approved T3 CC, T3 NE, and D IN policies.

The plan for Zone 1, the residential zone, meets the goals of the T3 NE policy by providing greater housing choice at a moderate density with a variety of housing types, high levels of connectivity through the site, and a site layout reflective of the guidelines listed in the Community Character Manual. Seven different types of units are proposed, a mix of single family and townhomes. Short-



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term rentals, both owner occupied, and non-owner occupied are prohibited contributing to the goal to provide long term housing. Residential units are primarily oriented around open space, private drives, and the public street, Hobson Pike. Rear loaded units utilize the private alley network for vehicular access creating an enhanced pedestrian experience throughout the plan. The plan provides design guidance for each type of unit detailing articulated massing, glazing, roofing, and suggested materials. Units are proposed to be two to three stories, consistent with the guidance provided by the policy.

The commercial zone, Zone 2, has frontage along Murfreesboro Pike. This portion of the plan serves as a gateway to the residential zone to the southwest. Zone 2 meets T3 CC policy goals through the mixture of uses proposed, improved vehicular and pedestrian connectivity, and access to planned mass transit with the addition of a bus stop proposed along the Murfreesboro Pike frontage. Height in this zone is two stories consistent with policy guidance to be between one and three stories tall. Design guidelines are provided specifying materials, glazing, seating areas, building height, and screening. This portion of the site will also have to comply with the Murfreesboro Pike UDO standards ensuring that the goals for a consistent corridor aesthetic are being achieved with this development.

Zone 3 proposes industrial and office uses as permitted by the Industrial/Warehousing/Distribution (IWD) zoning district with a few uses prohibited. The D IN policy on this portion of the site fits within the broader development pattern of industrial and warehousing uses in the area. The D IN policy details these areas being industrial in character but not at the expense of immediate neighbors. Height on this portion is limited to one story at 50 feet, consistent with policy guidance of low-rise, single-story buildings. It is important to note that this portion of the site is lower than the abutting residential zone, topographically mitigating the visual effect of light industrial uses on the surrounding area. Additionally, between Zone 1, the residential zone, and Zone 3 is a B-1 landscape buffer intended to provide screening and buffering between the different land uses.

The proposed mixed-use plan meets the goals as outlined for each of the respective policy areas. The location of the site between higher classification streets puts the site in a prominent location and provides an opportunity for a mix of land uses, greater connectivity, both pedestrian and vehicular.

FIRE MARSHAL RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.
- All public(and private) street intersections should be provided with stop control and ADA compliant pedestrian access ramps.
- Any public vehicular access point(ramps, drives) and/or intersections should meet AASHTO stopping sight distance requirements.



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- All existing ROW frontages should adhere to the Major Collector Street Plan (MCSP) and dedication may be required along existing ROW frontages to accommodate MCSP requirements. (cont.) Coordinate w/ metro planning on MCSP requirements along existing ROW frontages. For reference, provide call outs on the final site plan for MCSP requirements.
- In general, with a final: Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details.
- Submit landscape plan with the final SP.
- Generally, a mandatory referral approval will be required for proposed abandonments of existing ROW and/or encroachments into existing ROW.
- There shall be no earthen retaining walls installed in the public ROW.
- There shall be no vertical obstructions in new public sidewalks(or roadways) and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov). Submit waste/recycle disposal plan with final SP.
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW. (cont.) On site plans, call out "mill & overlay extents to be coordinated in field with NDOT inspector".
- Comply w/ NDOT traffic comments/conditions of approval.
- Additional NDOT road conditions; Old Hickory Blvd. Corridor: Additional pavement widening may be required in portions of OHB to accommodate proposed 2-way truck traffic to/from Hobson Pike. (cont.)
- Prior to final submittal, Coordinate with NDOT on 2-way truck exhibit along the corridor. (cont.)
- Provide additional no truck signs each side of the existing box bridge culvert on OHB. Coordinate with EOR (Dale & Assoc.) for 12610 Old Hickory Business Park Development on access drives off OHB corridor, so there are no ramp conflicts, spacing issues, sight distance issues, pavement taper issues, curb alignment issues, etc. (cont.)
- Provide the recorded instrument # on the final plans for the cross access through the aforementioned 12610 development. Provide call out on final plans for additional vegetation and/or obstructions to be cleared for driver line-of-sight with 2-way truck access off OHB. A recorded cross access easement, out to both Hobson and Murfreesboro Pike, will be needed for private road stub connections to adjacent out parcel #173. (cont.)
- Label/hatch cross access on final plans. In general, all road widening on Hobson Pike, Murfreesboro Pike and Old Hickory Blvd. shall be per a NDOT, high volume collector road paving schedule, ref. detail ST-253.
- Comply w/ traffic comments and conditions.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

The applicant shall coordinate with the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) during the Final Specific Plan (Final SP) review to address the following conditions:



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The applicant shall coordinate with the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) during the Final Specific Plan (Final SP) review to address the following conditions:

- The applicant shall comply with the Major and Collector Street Plan (MCSP) cross-section requirements along the Murfreesboro Pike and Hobson Pike frontages. Along the Hobson Pike frontage, the applicant shall provide a five-lane cross-section with appropriate transitions, designed in accordance with MUTCD and AASHTO standards.
- Murfreesboro Pike & Hobson Pike; Due to anticipated changes along the Murfreesboro Pike corridor associated with the Choose How You Move (CHYM) initiative, the applicant shall coordinate with NDOT and the CHYM team at Final SP to either construct or contribute to intersection improvements at Hobson Pike that are compatible with future corridor plans. Intersection improvements may include, but are not limited to: Reconstruction of signal poles to provide mast arms, Removal of channelized right-turn lanes, Enhancements to pedestrian access and safety.
- Parking shall be provided in accordance with Metro Code §17.20.060, including design standards for stall dimensions, aisle widths, and compact space limitations.
- At Final SP, the applicant shall submit a revised truck turning movement exhibit demonstrating routing to and from the site via Hobson Pike. This may require pavement widening and the installation of new pavement markings (per MUTCD), along Old Hickory Boulevard to accommodate anticipated truck movements, The applicant shall coordinate with NDOT on the design of the site access curb radius and evaluate potential impacts on the adjacent development's access (2022SP-051-002).
- The applicant shall install truck restriction signage in accordance with MUTCD standards along Old Hickory Boulevard, including: Weight restriction signage at the existing culvert bridge; Additional signage between the site access and the intersection with Murfreesboro Pike.
- The applicant shall coordinate with NDOT to evaluate the compatibility of any proposed right-turn lanes into the site along Murfreesboro Pike with the future CHYM corridor buildout.
- The applicant shall submit a detailed phasing plan for review and approval by NDOT and the Planning Department prior to Final SP approval.
- Comply with NDOT Roads Conditions.
- The applicant's final construction drawings shall comply with the design regulations established by the Nashville Department of Transportation, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

WEGO RECOMMENDATION

Approve with conditions

- Bus stop shall include passenger waiting areas min. 40ft x 8ft x 4in thick concrete.
- Bus stop location shall preferably be located such that: Buses are stopped approx. 10ft clear of crosswalks; not straddling a stop bar, passenger waiting areas are clear of vertical obstructions; and curblines are as straight as feasible.



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- Developer shall liaise and reach agreement with WeGo philip.randall@Nashville.gov about bus stop designs and locations prior to this case approval and again prior to Building Permit issue.
- Bus stop shall be shown on plans for this case.

STORMWATER RECOMMENDATION

Approve with conditions

- Approved as a Preliminary review only. Must comply with all regulations in the Stormwater Management Manual at the time of final submittal for approval.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval.
- The approved construction plans must match the Final Site Plan/SP plans.
- Submittal of an availability study is required before the Final SP can be reviewed. Once this study has been submitted, the applicant will need to address any outstanding issues brought forth by the results of this study.
- A minimum of 30% Water and Sanitary Sewer Capacity Fees must be paid before issuance of building permits. Unless and until 100% of Capacity Charge has been paid, No Water/Sanitary Sewer Capacity is guaranteed.

Maximum Uses in Existing Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	32.55	-	250 U	1,830	114	133

Maximum Uses in Existing Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	32.55	0.40	421,500 SF	15,912	397	1,606

Maximum Uses in Proposed Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (221)	32.55	-	235 U	1,279	80	100



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Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	8.1	0.15	12,500 SF	1,402	124	122

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	8.1	0.15	12,500 SF	472	11	48

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	8.1	0.50	250,000 SF	2,581	262	272

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	8.1	0.5 F	250,000 SF	441	43	48

Traffic changes between maximum: **SP and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-11,567	+9	-1,101

METRO SCHOOL BOARD REPORT

Projected student generation existing SP-MU districts: 81 elementary 61 Middle 57 High

Projected student generation proposed SP-MU district: 33 elementary 24 Middle 22 high

The proposed SP-MU zoning is expected to generate 120 fewer students than the existing SP-MU zoning. Students would attend Cane Ridge Elementary School, Antioch Middle School and Cane Ridge High School. Cane Ridge Elementary has been identified as over-capacity. Antioch Middle School has been identified as at capacity and Cane Ridge High School as over-capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

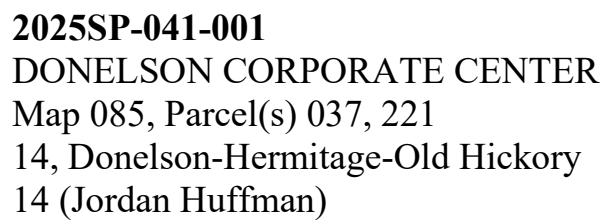
Staff recommends approval with conditions and disapproval without all conditions.



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CONDITIONS

1. Permitted uses in Zone 1 shall be limited to a maximum of 174 multi-family units and 61 single family units. Permitted uses in Zone 2 shall be limited to a maximum of 25,000 square feet of permitted uses as outlined in the plan. Zone 3 shall be limited to 500,000 square feet of permitted uses as outlined in the plan. Short term rental property – owner occupied and short-term rental property-not-owner occupied shall be prohibited.
2. With the final site plan, pedestrian connections from residential units to Hobson Pike shall be provided.
3. With the final site plan, additional landscaping along Hobson Pike shall be provided to meet the intent of a scenic arterial boulevard.
4. Comply with all conditions and requirements of Metro Reviewing Agencies.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with the final site plan application.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the RM9 zoning district in Zone 1, MUG zoning district in Zone 2, and IWD district in Zone 3, as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
10. A final plat may be required prior to permitting.
11. No master permit or HPR shall be recorded on the property prior to final site plan approval.





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Item #14

Project Name

Council District

School District

Requested by

Specific Plan 2025SP-041-001

Donelson Corporate Center

14 – Huffman

04 – Nabaa-McKinney

Centric Architecture, applicant; Donelson Corporate Centre, L.P., owner

Staff Reviewer

Schenk

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit a mixed use development.

Preliminary SP

A request to rezone from Office/Residential (OR20) and Mixed Use Limited (MUL) to Specific Plan (SP) zoning for properties located at 3055 Lebanon Pike and Lebanon Pike (unnumbered), approximately 305 feet west of Jackson Downs Boulevard (21.73 acres), to permit a mixed-use development.

Existing Zoning

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *OR20 would permit a maximum of 435 units.*

Mixed Use Limited (MUL) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.

Proposed Zoning

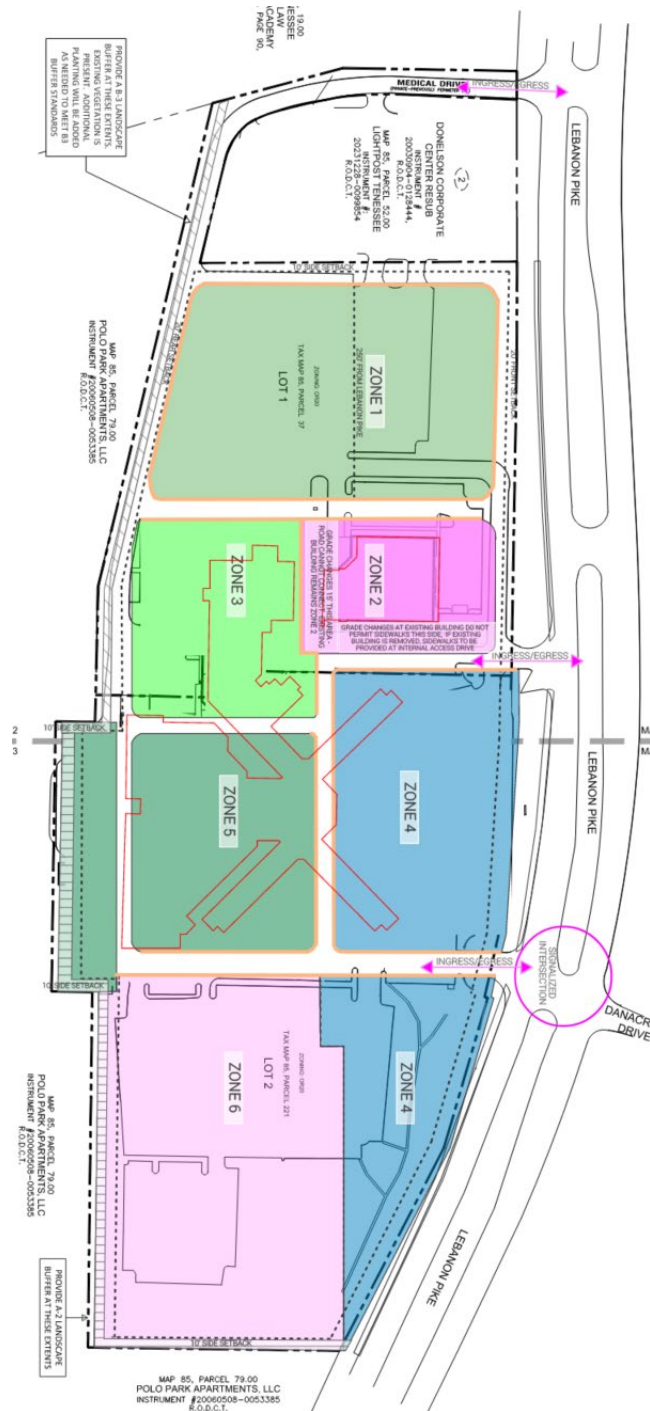
Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes residential uses in addition to office and/or commercial uses.*

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

T3 Suburban Community Center (T3 CC) is intended to enhance and create suburban community centers that serve suburban communities generally within a 10- to 20-minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial, and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks, and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.



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Proposed Preliminary SP

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal



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habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

SITE CONTEXT

The site consists of two parcels, approximately 21.73 acres in size, with frontage on Lebanon Pike. The majority of the site has been zoned OR20 since 1998, with a small portion of Parcel 37 zoned MUL since 1998. The site is currently developed with several buildings, ranging in heights from three to five stories, utilized for general office uses. The surrounding parcels have a range of zoning districts including Mixed Use Limited (MUL), Office/Residential (OR20), Multi-Family Residential (RM20), One and Two-Family Residential (R10), and Single-Family Residential (RS10 and RS15).

These surrounding parcels have developed with a variety of uses, including a PUD, permitting a multi-family residential use to the north and east of the site, and civic, institutional, and general commercial uses located to the south and west. Across Lebanon Pike, adjacent parcels have developed with single-family residential, one and two-family residential, and office uses.

PLAN DETAILS

Regulatory Plan

The proposed SP is a regulatory plan and is divided into six separate subdistricts, each permitting different uses and bulk standards, including building height, setbacks, and parking requirements. The overall plan allows for a maximum of 600 residential units, 100,000 square feet of office and medical office uses, and 65,000 square feet of restaurant, retail, personal care, personal instruction, commercial amusement, veterinarian, and grocery store uses. The site area, permitted uses, and maximum heights for each subdistrict are shown in the table below.

Subdistrict	Area	Permitted Uses	Bulk Standards
Zone 1	4.5 acres	Multi-Family Residential, Restaurant, Retail, Personal Care Services, Personal Instruction, Office	Maximum Height-5 stories Maximum FAR-2.0
Zone 2	2.0 acres	Office, Medical Office	Maximum Height-4 stories Maximum FAR-1.0
Zone 3	2.3 acres	Multi-Family Residential, Community Education, Office	Maximum Height-5 stories Maximum FAR-2.0
Zone 4	4.67 acres	Office, Retail, Restaurant, Personal Instruction, Personal Care Services, Commercial Amusement (Inside and Outside), Veterinarian, Grocery Store	Maximum Height-2 stories Maximum FAR-1.0
Zone 5	3.58 acres	*Single-Family, Multi-Family Residential, Grocery Store, Restaurant,	Maximum Height-5 stories Maximum FAR-2.0



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		Retail, Personal Care Services, Office	
Zone 6	4.68 acres	Multi-Family Residential	Maximum Height-3 Stories Maximum FAR-1.0

*For the purposes of this SP, single-family means detached residential units.

Architectural standards are proposed for the plan, including requirements for pedestrian orientation, minimum façade glazing, building materials, and parking garage standards. Additionally, the plan allows, as an option, for some of the existing structures to be retained and adaptively reused. The plan proposes access from three existing access points along Lebanon Pike, including an existing signalized access at the northern portion of the site. Lebanon Pike is classified as an Arterial-Boulevard in the Major and Collector Street Plan (MCSP) and is also a WeGo bus route. The SP document includes an internal vehicular and pedestrian access network showing circulation between each subdistrict. Landscaping standards, including landscaping buffers along the rear property boundary are also included with the plan document.

ANALYSIS

The proposed SP is located within the T3 Suburban Community Center (T3 CC) policy and Conservation (CO) policy areas. The T3 CC policy is intended to enhance and create suburban community centers that serve suburban communities generally within a 10- to 20-minute drive, with pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial, and institutional land uses. The Conservation (CO) policy on the site is limited to an area of slopes along the Lebanon Pike frontage and along the southern property boundary.

The proposed plan incorporates several policy goals of the T3 CC policy. The plan's proposed mix of uses, including a range of commercial and residential uses, is consistent with the policy goals of creating and enhancing suburban community centers. The plan's design guidelines include provisions for building entrances, massing, and setbacks that are consistent with a suburban development form, including the use of moderate setbacks, standards for building articulation towards streets and internal driveways, and pedestrian scale development.

While the proposed maximum building heights of five stories is above the recommended building heights between one and three stories, the T3 CC policy allows for considerations of additional height based on locational factors, topography, access to transit and street classification. This SP includes several factors that would support additional height in this location. The site is located on an Arterial-Boulevard and WeGo bus route, where taller building heights may be appropriate. The site slopes downward from Lebanon Pike to the rear of the site, with portions of the site along the Lebanon Pike frontage situated in a lower lying area from the street and continuing to slope downward towards the eastern property line. The proposed maximum height reflects this change in grade, as the portion of the site closest to Lebanon Pike sits at a higher elevation than the area at the back. The site is also currently developed with buildings ranging from three to five stories, where the proposed heights are not dissimilar to existing conditions. The plan also includes a landscape buffer at the rear of the site that borders the adjacent PUD property. The proposed plan is also consistent with the CO policy, by generally avoiding areas of slopes along the property boundaries.



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Overall, staff finds that the proposed plan incorporates features that are consistent with the T3 CC and CO policy.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building detail, and/ or building construction information provided. Construction must meet all applicable building and fire codes. Any additional fire code or access issues will be addressed during the construction permitting process. Site plans or construction may require changes to meet adopted fire and building codes.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only.
- Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval.
- The approved construction plans must match the Final Site Plan/SP plans.
- Submittal of an availability study is required before the Final SP can be reviewed.
- Once this study has been submitted, the applicant will need to address any outstanding issues brought forth by the results of this study.
- A minimum of 30% Water and Sanitary Sewer Capacity Fees must be paid before issuance of building permits. Unless and until 100% of Capacity Charge has been paid, No Water/Sanitary Sewer Capacity is guaranteed.

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by NDOT.
- Final design and improvements may vary based on actual field conditions.
- Coordinate w/ metro planning on MCSP requirements along existing ROW frontages.
- For reference, provide call outs on the final site plan for MCSP requirements and dedicate ROW, if necessary, to accommodate MCSP.
- In general, with a final: Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called outed per NDOT standard details. Provide ramps, per ST-324, at site access point off the ROW.
- There shall be no earthen retaining walls installed in the public ROW.
- There shall be no vertical obstructions in new public sidewalks(or roadways) and the removal, or relocation, of utilities will be required to accommodate new public sidewalks. Residential and commercial ramps, driveways shall meet metro spacing code.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Submit waste/recycle disposal plan with final SP. Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW.



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(cont.) On site plans, call out “mill & overlay extents to be coordinated in field with NDOT inspector”.

- Comply w/ NDOT traffic comments/conditions of approval

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- This development shall do the following improvement recognized by the MMTA study: Improvement to 1.) Lebanon Pike & Danyacrest Drive: Signalized crosswalks on the northbound approach of Lebanon Pike and westbound approach of Driveway - Restripe the eastbound approach to include a left-turn lane and a left/thru/right lane - Signal phasing should be converted to split phasing on the minor street approaches. 2.) Lebanon Pike & private drive B: Provide a crosswalk on the westbound approach of Driveway B. 3.) Lebanon Pike & Wellington Square/Medical Drive: Improve Pedestrian infrastructure - Install a northbound right turn lane on Lebanon Road - Install a westbound right turn lane on Medical Drive. 4.) Sidewalk should be installed/upgraded to meet MCSP standards - Upgrade the existing bus stop to include an ADA Landing Pad.
- This MMTA will be considered valid for five (5) years and applies to the proposed development of: 54,000 Sq. Ft. of office space, 80 single-family houses, 500 multifamily residential units, 15,000 Sq. Ft. of retail space, and a 40,000 Sq. Ft. supermarket. Any significant changes to the submit site plan with this MMTA, and/or number of units and/or land use may require further coordination with NDOT and/or a revision/further analyses to the submitted MMTA.
- Additional Transportation infrastructure contributions may be required with final site plan approval, due to the potential changes along the Lebanon Pike corridor in regards with CHYM project, further discussion on improvements and/or contributions may be required.
- As this development progresses and the CHYM project progresses, revisions to the above conditions and/or modifications may be required but further analysis will need to be conducted to justify said modifications.

WEGO RECOMMENDATION

Approve with conditions

- 1. Development shall provide a minimum of two pairs (four) far-side, in-lane, Frequent Service bench type bus stops on Lebanon Pike, meeting the latest WeGo Design Guidelines and with appurtenances specified by WeGo. All bus stops shall be farside of their intersections. All bus stops shall be linked by convenient crosswalks and continuous PROWAG-compliant Pedestrian Access Routes to all zones of the development. All bus stops shall be behind tangent curb, with PROWAG-compliant passenger waiting areas min. 65ft x 8ft x 6in thick concrete, flush with curb and flush with sidewalks. At a minimum, bus stops shall be provided as follows:
 - 1a. Two bus stops shall be located at the intersection of Lebanon Pike & Wellington Square/Medical Dr/Driveway C intersection.
 - 1b. Two bus stops shall be located at the intersection of Lebanon Pike & Danyacrest Dr/Driveway A.



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- 2. Developer shall include WeGo in TDM planning. TDM plans are expected to exceed the proposals in the MMTA. Developer shall obtain WeGo concurrence prior to finalization of any TDM plan.
- 3. WeGo conditions shall be complete before Occupancy or Use of any part of this development.
- 4. At a minimum, WeGo conditions shall be printed on a corrected copy of this SP. All WeGo conditions, including pedestrian access routes, shall be illustrated on subsequent SPs.
- 5. Development shall liaise and reach agreement about all WeGo conditions with WeGo Robert.Johnson@Nashville.gov prior to Final SP approval.

Maximum Uses in Existing Zoning District: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (221)	10.86	20 D	217 U	1,181	73	93

Maximum Uses in Existing Zoning District: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	10.86	0.8 F	378,449	3,858	383	404

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single Family Residential (210)	5.43	-	300 U	2,857	217	292

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (221)	5.43	-	300 U	2,196	135	157

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	5.43	-	100,000	1,061	121	114



Metro Planning Commission Meeting of 11/13/2025

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	2.71	-	32,500 SF	3,646	323	318

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	2.71	-	32,500 SF	1,227	31	123

Traffic changes between maximum: **OR20 and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+ 5,948	+371	+507

METRO SCHOOL BOARD REPORT

Projected student generation existing OR20/MUL district: 45 Elementary 34 Middle 27 High
Projected student generation proposed SP-MU district: 62 Elementary 47 Middle 38 High

The proposed SP zoning is expected to generate 41 additional students than the existing OR20 and MUL zoning districts. Students would attend Hermitage Elementary School, Donelson Middle School, and McGavock High School. Hermitage Elementary School is identified as overcapacity, while Donelson Middle School and McGavock High School are identified as undercapacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 600 residential units and 165,000 square feet of nonresidential uses as specified on the SP plan. Short term rental properties owner occupied and short term rental properties non-owner occupied shall be prohibited.
2. On the corrected copy, update the purpose note to reflect the Permitted Uses condition.
3. On the corrected copy, remove single-family residential from permitted uses in the zone chart.
4. On the corrected copy, remove the glazing requirements for all zones and replace with the following standard in the zone chart: Minimum glazing requirements: 30 percent for nonresidential uses and 20 percent for residential uses, with the exception of grocery store uses which will be determined at final SP.
5. On the corrected copy, identify the zone boundaries to the centerline of the proposed access drives.



Metro Planning Commission Meeting of 11/13/2025

6. On the corrected copy, for parking requirements, the standards in the zone chart requiring parking per zoning code and shared parking study at final SP; and one bay of parking between the building and Lebanon Pike, shall be retained. Remove all other notes regarding parking locations or redevelopment of the site.
7. On the corrected copy, for parking requirements, remove the word “finished” from the “finished building” standard in the zone chart for zones 1 and 2.
8. On the corrected copy, clarify side and rear setbacks to be from exterior property lines. Internally located setbacks will be evaluated at final site plan.
9. On the corrected copy, remove all general notes from the zone chart pertaining to existing buildings remaining or internal setback requirements.
10. On the corrected copy, update the maximum building height for zone 1 in the zone chart to: “4 stories within 250’ of Lebanon Pike and 5 stories 250’ away from Lebanon Pike. Max. height: 60 feet.” Remove all other height standards for this zone.
11. On the corrected copy, update the maximum building height for zones 3 and 5 in the zone chart to: “5 stories in 60 feet.” Remove all other height standards for these zones.
12. On the corrected copy, add the following to Architectural Design Standards Note 9: Liner buildings may be adjusted at final site plan approval with Planning Department approval.
13. On the corrected copy, remove the language in General Standards Note 3 and replace with the following: Buildings that overlap in multiple zones as shown in the preliminary SP shall adhere to the standards for the zone in which more than 50 percent of the building is located.
14. On the corrected copy, add note to General Standards: Existing uses and buildings are grandfathered into the SP development until redevelopment. Any changes to the existing uses or buildings shall require compliance with SP standards.
15. On the corrected copy, add the following note to General Standards: Permitted uses may be moved amongst zones with Planning Department approval with the exception of commercial amusement and grocery store uses which shall be retained in the designated zones.
16. On the corrected copy, add the following height note to General Standards: Height in stories shall be defined per the Story definition of the Metro Zoning Code. Covered rooftop amenities shall be included maximum height calculation.
17. A new multi-modal transportation analysis (MMTA) may be required with any final site plan depending on final use breakdown.
18. Road improvement details shall be identified on the final site plan consistent with the Major and Collector Street Plan (MCSP) requirements. Final design details to be reviewed further by Planning and NDOT at final site plan.
19. All buildings along the Lebanon Pike frontage shall have a primary pedestrian entrance facing Lebanon Pike.
20. Landscape buffers consistent with those shown on the preliminary SP shall be included with any final SP submittal.
21. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the preliminary SP for review and approval.
22. Comply with all conditions and requirements of Metro reviewing agencies.
23. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.



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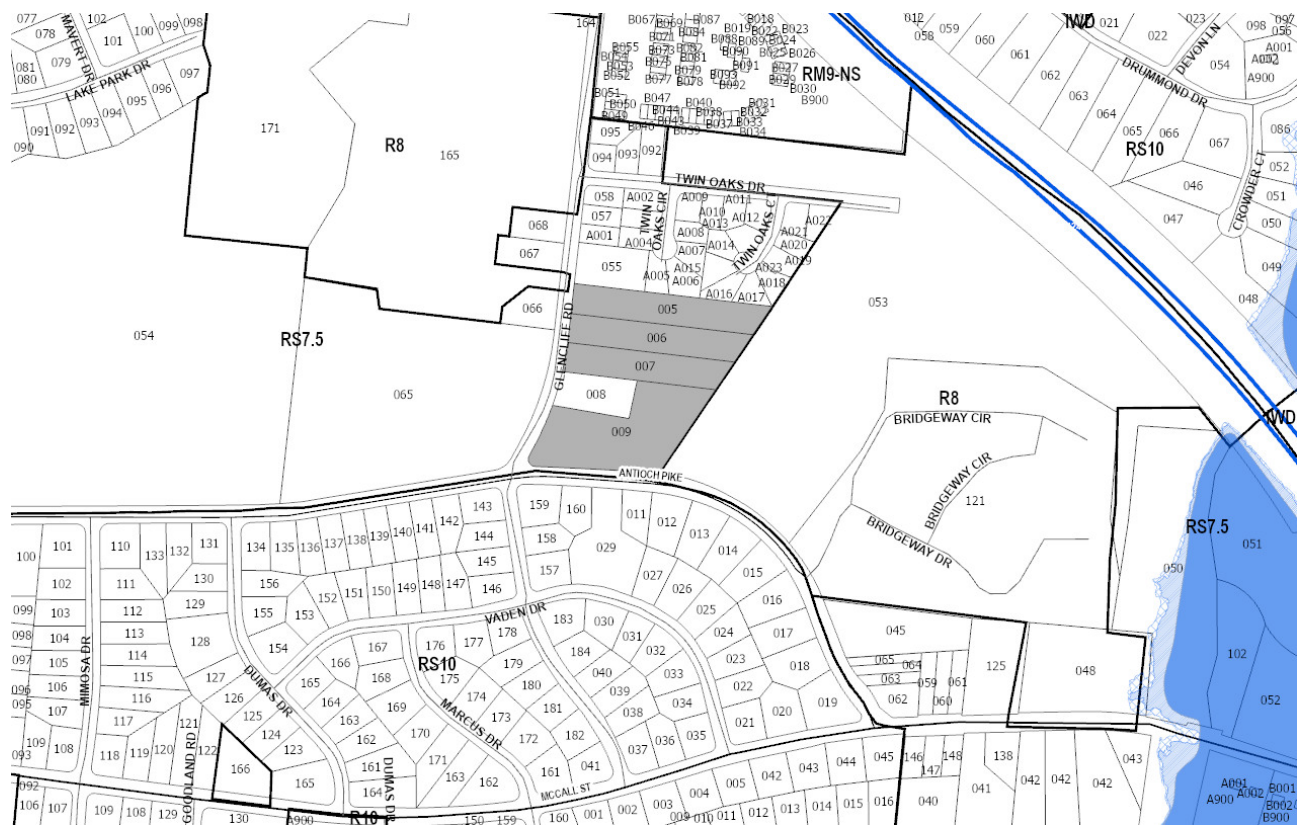
24. No master permit/HPR shall be recorded prior to final SP approval.
25. Final plat may be required prior to permitting.
26. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements of the MUL-A-NS zoning district for Zones 1-5 and the RM20-A-NS zoning district for Zone 6 as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
27. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
28. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
29. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
30. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 11/13/2025



2025SP-052-001 (Formerly 2025Z-076PR-001)

GLENCLIFF

Map 133-04, Parcel(s) 005-007, 009

11, South Nashville

16 (Ginny Welsch)



Metro Planning Commission Meeting of 11/13/2025

Item #15

Specific Plan 2025SP-052-001 (Formerly 2025Z-076PR-001)

Project Name

Glenclyff

Council District

16 – Welsch

School District

07 – Player

Requested by

Ronnie Lee Booth III, applicant; Shelby Watkins & Shelby Lowrie, William Weeks, Georgia Community Investment LLC, and Charles Walker, owners.

Staff Reviewer

Konigstein

Staff Recommendation

Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Rezone from RS7.5 to SP to permit 80 multi-family residential units.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to Specific Plan (SP) zoning for the properties located at 3208, 3210, 3212, and 3218 Glenclyff Road, at the northeast corner of Glenclyff Road and Antioch Pike (6.88 acres), to permit 80 multi-family residential units.

Existing Zoning

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 5.81 dwelling units per acre. *Based on acreage alone, RS7.5 would permit a maximum of 39 single-family lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

Proposed Zoning

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan..

SOUTH NASHVILLE COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.



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SP Standards

Density and Use

1. Permitted uses shall be limited to a maximum of 80 multi-family residential units. Short-term rental property, both owner-occupied and non-owner occupied are not permitted.

2. Building Height: 3 stories in 35 feet.

A. Building height shall be measured from the average elevation (average of 4 most exterior corners) at the finished grade (final ground elevation). Height shall be measured to the midpoint of the primary roof pitch (the vertical distance from eave to midpoint).

3. The property shall be subject to the standards, regulations and requirements of the RM15-A-NS zoning district as of the date of the applicable request or application. If any standard is not specified herein, fallback zoning to be RM15-A

Architectural and Design Standards

4. Building façades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 15% glazing.

5. Windows shall be vertically oriented at a ratio of 1.5:1 or greater, except for dormers.

6. Building facades shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, glass, or materials substantially similar in form and function, unless otherwise approved on detailed building elevations included with the preliminary SP.

7. Porches shall provide a minimum of six feet of depth.

8. A raised foundation of 18" - 36" is required for all residential structures.

Parking, Right-of-way, Streets

9. Access points and any warranted auxiliary lanes will be determined through the MMTA review at Final SP.

10. NDOT: Traffic study to be conducted prior to the permitting of the development.

11. Sidewalks and planting strips shall be installed along Glencliff Road per local street requirements. Sidewalks along Antioch Pike shall be determined in coordination with NDOT with the final site plan submittal. Along parcel 13304000800 sidewalks shall be provided within the existing right-of-way, if possible. At the time of final site plan, internal sidewalk connectivity within the development and between the units and the right-of-way shall be provided.

12: The final site plan/ building permit site plan shall depict any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of any required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.

Environmental and Public Access

13. Trails: Developer to create trails on the southern 2.94 acre portion of the property (Property ID: 13304000900) as well as a playground. Walkways and playground to be publicly accessible.

14. Landscaping and tree density requirements per Metro Zoning Code. A complete landscape plan will be required with the Final SP submittal.

Regulatory SP



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Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed. On this site, the CO policy likely addresses steep slopes to the south.

SITE CONTEXT AND REQUEST DETAILS

The 6.88-acre site consists of four parcels located northeast of the intersection of Antioch Pike and Glencliff Road. The parcels have been zoned RS7.5 since 2003 and three of the parcels have been developed with single-family residential uses. The request proposes to rezone the parcels from RS7.5 to SP. Surrounding land uses are vacant, single-family, one- and two-family residential, and institutional. Surrounding zoning districts are primarily zoned RS7.5, One and Two-Family Residential (R8), and Multi-Family Residential No-Short Term Rentals (RM9-NS).

This case was previously filed as a publicly noticed as a straight rezoning containing five parcels that was converted to a regulatory SP. The scope of the request has been modified to remove one parcel (13304000800) and now contains four parcels along Glencliff.

Site Plan

The application is a regulatory SP that provides standards that are to be reviewed for compliance with a final site plan application. The proposed standards include a maximum number of units, prohibited uses, maximum FAR and ISR amounts, and standards for site planning and design. A maximum of 80 units is proposed on the site with short term rental property (owner occupied and not owner occupied) as prohibited uses. Height is limited to three stories in 35 feet measured from the average elevation at finished grade to the midpoint of the primary roof pitch or top of the parapet for a flat roof.

Pedestrian connectivity is proposed internal to the site and on the Glencliff Road frontage. Along Antioch Pike and the one parcel not included in the SP that has frontage on Glencliff Road sidewalks will be installed within the existing right-of-way if possible. Vehicular access will be determined with NDOT prior to final but will not be taken from Antioch Pike. A traffic study will also be conducted prior to permitting.

ANALYSIS

The properties are located within the Suburban Neighborhood Evolving (T3 NE) policy which intends to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. As the site is located at the intersection along a collector roadway, in an evolving policy and near a bus stop on WeGo route 52, additional density can likely be supported. The proposed SP can achieve the policy goals of moderate residential density with a slightly more urban form through the proposed Alternative (-A) standards and No Short-Term Rental (-NS) designation.



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The regulatory SP proposed on this site ensures the future site development will meet the goals of the Conservation (CO) and T3 NE policies present. There are provisions for design and the height proposed of three stories in 35 feet aligns with the guidance of the policy of one to three stories. The southern portion of the site contains CO policy which typically signifies there are sensitive environmental features present. On this site, there are slopes adjacent to the Antioch Pike right-of-way, likely due to the construction of the roadway.

A traffic study is to be completed with the submittal of the final site plan to determine traffic impacts and vehicular access. Additionally, the proposed SP has provisions that the Glencliff Road frontage will be improved to local street standards. A continuous sidewalk network from the northern boundary of the SP to the southern boundary of the SP along Glencliff will be provided within the existing right-of-way along the frontage of parcel 13304000800 which is located between two of the parcels within this request. If right-of-way along Glencliff is required for parcels within the SP area, it shall be provided to meet and improve the road to local street standards. With the site being located across from Glencliff Elementary School, provisions for safe pedestrian connectivity are appropriate.

As the proposed SP provides additional housing choices near existing transit and schools, and improves the pedestrian network, staff recommends approval of the request.

Maximum Uses in Existing Zoning District: RS7.5

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	6.88	5.8 F	39 U	437	32	41

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	6.88	-	80 U	434	27	36

Traffic changes between maximum: RS7.5 and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-3	-5	-5

FIRE RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions.



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- For final plans w/ any new public roads proposed, plans shall include proposed public roadway profiles, curvature, grade, drainage and utility data.
- Public roadway construction drawings shall comply with NDOT Subdivision Street Design Standards and specifications.
- All public commercial ramps, residential driveways and street intersections shall meet code spacing requirements.
- All public street intersections should be provided with stop control and ADA compliant pedestrian access ramps. Any public access point (ramps, drives) and/or intersection should meet AASHTO stopping sight distance requirements.
- Coordinate w/ metro planning on MCSP requirements along existing ROW frontages.
- For reference, provide call outs on the final site plan for MCSP requirements.
- In general, with a final: Any proposed roadway sections, ramps, driveways, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT standard details.
- Subdivision related comments (cont.) Any proposed public road terminus, 150 ft. or greater, will require a temporary paved cul-de-sac, per ST-331. (cont.) This paved cul-de-sac should provide for general and emergency vehicular turning maneuvers at the road terminus. (cont.)
- If the project is in the Urban Services Tax District (USD), a street lighting plan will be required with the final SP. (cont.) Coordinate w/ Teresa Neal (teresa.neal@bargedesign.com) for street lighting plan approval.
- Submit landscape plan with the final SP.
- A mandatory referral approval will be required for proposed abandonments of existing ROW and/or encroachments into existing ROW.
- There shall be no earthen retaining walls installed in the public ROW.
- There shall be no vertical obstructions in new public sidewalks (or roadways) and the removal, or relocation, of utilities will be required to accommodate new public sidewalks.
- Residential and commercial ramps, driveways shall meet metro spacing code.
- Note: A private hauler may be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Submit waste/recycle disposal plan with final SP. Additional 1-1/2' mill and overlay may be required to cover full extents of utility, and/or road widening, work in the public ROW. (cont.) On site plans, call out "mill & overlay extents to be coordinated in field with NDOT inspector".
- Comply w/ NDOT traffic comments/conditions of approval.
- Continue to coordinate w/ metro planning and NDOT traffic engineers, regarding the MMTA and site access.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- At Final SP, an MMTA will be required. The scoping, MMTA submittal, and finalization of the study with NDOT shall all be completed prior to Final SP approval.
- The applicant shall comply with the MCSP requirements, where feasible, as determined by NDOT and Planning. If NDOT and Planning determine that the topographical constraints along the frontages of the site are too significant, the applicant shall provide an alternative



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design that ensures safe pedestrian access while enhancing the overall sidewalk network. Further coordination will be required with NDOT and Planning at Final SP.

- Access points and any warranted auxiliary lanes will be determined through the MMTA review at Final SP.
- Off-site improvements are anticipated and shall be determined with the MMTA.
- Parking shall be per code.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval.
- The approved construction plans must match the Final Site Plan/SP plans. Submittal of an availability study is required before the Final SP can be reviewed. Once this study has been submitted, the applicant will need to address any outstanding issues brought forth by the results of this study.
- A minimum of 30% Water and Sanitary Sewer Capacity Fees must be paid before issuance of building permits. Unless and until 100% of Capacity Charge has been paid, No Water/Sanitary Sewer Capacity is guaranteed.

METRO SCHOOL BOARD REPORT

Projected student generation existing RS7.5 district: 6 Elementary 5 Middle 4 High

Projected student generation proposed SP district: 12 Elementary 8 Middle 7 High

The proposed SP zoning is expected to generate 12 additional students than the existing RS7.5 zoning. Students would attend Glenclyff Elementary School, Wright Middle School, and Glenclyff High School. Glenclyff Elementary is identified as being overcapacity. Wright Middle School is identified as exceedingly under capacity and Glenclyff High School is identified as at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 80 multi-family residential units. Short term rental property, owner occupied, and short term rental property, not-owner occupied shall be prohibited.
2. No master permit/HPR shall be recorded prior to final SP approval.
3. The requirements for the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. Comply with all conditions and requirements of Metro reviewing agencies.

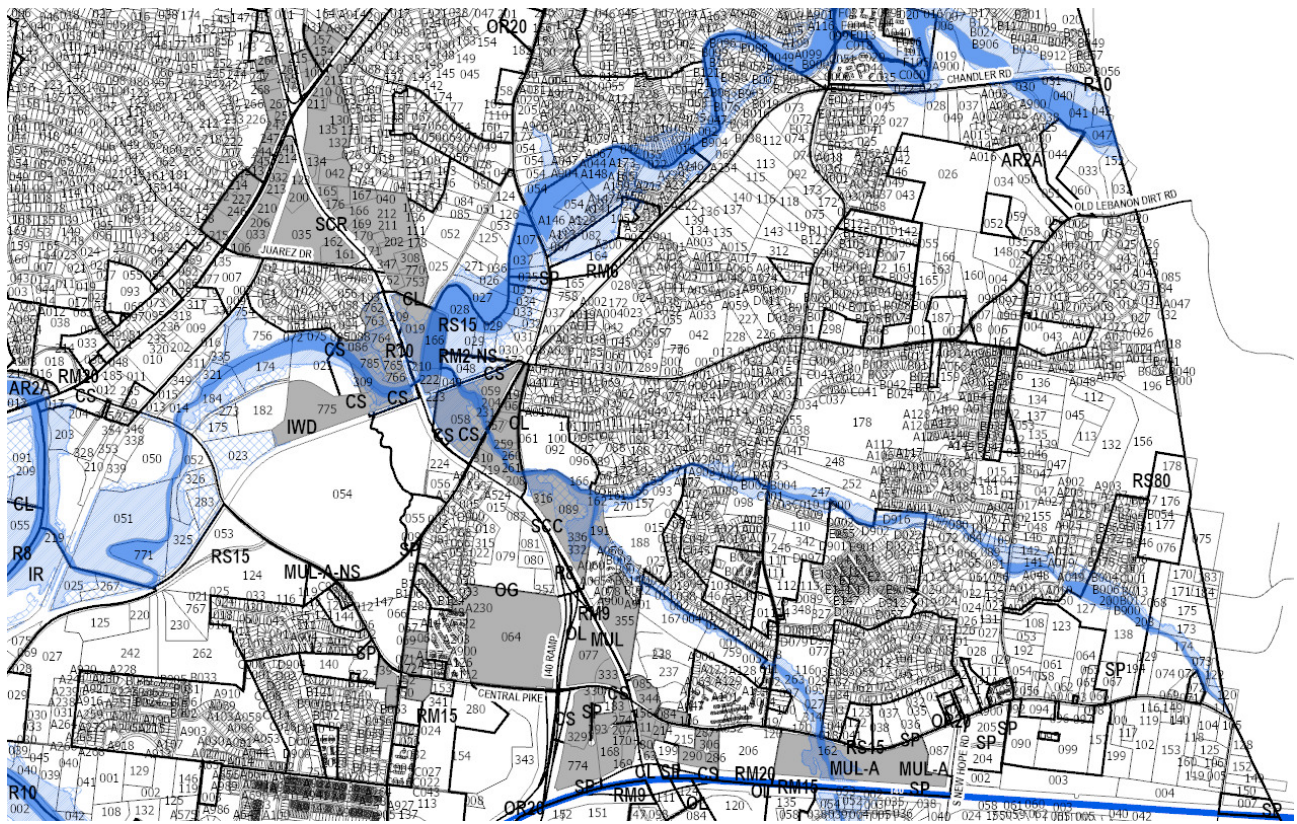


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5. Final plat may be required prior to permitting.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements for the RM15-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council approved ordinance.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. The preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.



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2025CDO-001-001

CENTRAL PIKE AND OHB CORRIDOR DESIGN OVERLAY

Various Properties

14, Donelson-Hermitage-Old Hickory

12 & 14 (Erin Evans & Jordan Huffman)



Metro Planning Commission Meeting of 11/13/2025

Item #16
Project Name

2025CDO-001-001 Corridor Design Overlay
Central Pike and OHB Corridor Design
Overlay

Council Bill No.
Council District
School District
Requested by

BL2025-1131
12 & 14 – Evans & Huffman
04 – Nabaa-McKinney
Councilmember Jordan Huffman and Councilmember Erin
Evans, applicant; various property owners.

Staff Reviewer
Staff Recommendation

Garland
Approve with a substitute ordinance.

APPLICANT REQUEST

Apply a Corridor Design Overlay District.

Corridor Design Overlay

A request to apply a Corridor Design Overlay District to various properties located west of Old Lebanon Dirt Road and along Old Hickory Boulevard and Central Pike (400.11 acres).

Existing Zoning

Commercial Service (CS) is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing, and small warehouse uses.

Commercial Limited (CL) is intended for retail, consumer service, financial, restaurant, and office uses.

Industrial Warehousing/Distribution (IWD) is intended for a wide range of warehousing, wholesaling, and bulk distribution uses.

Mixed Use Limited (MUL) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.

Mixed Use Intensive-Alternative (MUL-A) is intended for a high intensity mixture of residential, retail, and office uses and is designed to create walkable neighborhoods through appropriate building placement and bulk standards

Mixed Use Intensive-Alternative No Short-Term Rental Property (MUL-A-NS) is intended for a high intensity mixture of residential, retail, and office uses and is designed to create walkable neighborhoods through appropriate building placement and bulk standards. *The -NS designation prohibits Short-Term Rental Property–Owner Occupied and Short-Term Rental Property–Not Owner Occupied uses from the district.*

Mixed Use Neighborhood (MUN) is intended for a low intensity mixture of residential, retail, and office uses.



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Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan.

Office Limited (OL) is intended for moderate intensity office uses.

Office General (OG) is intended for moderately high intensity office uses.

Shopping Center Community (SCC) is intended for moderate intensity retail, office, restaurant, and consumer service uses for a wide market area.

Proposed Zoning Overlay

Corridor Design Overlay District (CDO) provides appropriate design standards for commercial, office and mixed-use development along corridors necessary to provide incremental improvements to the aesthetics of Nashville's commercial districts and corridors. Application of this overlay district shall be limited to areas requiring transitional standards.

Note that the existing zoning listed above will remain on the subject properties and the proposed overlay would be added.

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

T3 Suburban Community Center (T3 CC) is intended to enhance and create suburban community centers that serve suburban communities generally within a 10- to 20-minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial, and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks, and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

Civic (CI) is intended to serve two purposes. The primary intent of CI is to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time, even if the specific purpose changes. This recognizes that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of CI is to guide rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.



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ANALYSIS

The CDO as proposed would apply to approximately 400.11 acres located west of Old Lebanon Dirt Road and along Old Hickory Boulevard and Central Pike. This area consists of numerous properties with the CN, CS, CL, IWD, MUL, MUL-A, MUL-A-NS, MUN, AR2a, OL, OG, SCC zoning districts that are developed with commercial land uses. The CDO does not regulate land use, and with the exception of standards for signage regulations, landscaping regulations, and building materials for primary facades, all other requirements of the base zoning district will apply.

Signage standards for all properties in the CDO will adhere to current signage standards of the Metro Zoning Code for ORI/-NS, ORI-A/-NS, MUG/-NS, MUG-A/-NS, MUI/-NS, and MUI-A/-NS regardless of the base zoning district. Any uses permitted with conditions are allowed one-half the maximum sign area allowed. This would apply only to new signs, and it would not apply to panel changes to existing signs.

The CDO requires that trees be planted along the perimeter of parking lots at a rate of one tree every 30 feet. Current requirements are one tree every 50 feet. This applies to new parking lots and any expansion of an existing parking lot that is expanded by more than 10 spaces.

The CDO applies standards for building materials. The CDO requires that front facades of buildings must be at least 75 percent brick, brick veneer, stone, cast stone, or architecturally treated concrete masonry units. The remaining 25 percent may be any material, with the exception of exposed untreated concrete masonry units. The standards for materials apply to new buildings and additions that are more than 50 percent of the existing building area.

Staff finds the proposed CDO overlay is appropriate at this location. The intent of the CDO is to implement incremental improvements to the aesthetics of Nashville's commercial districts and corridors. This goal is consistent with all land use policies, including the T3 CC policy. The standards of the CDO, which focus on landscaping, signage, and materials, will help implement the goals of the policies to enhance the corridor with quality, pedestrian-friendly development.

Staff is recommending approval of a substitute ordinance to the proposed CDO as it is consistent with the goals of the land use policies. The substitute ordinance would remove parcels in District 11 which were included by error in the original filing, and it would also remove several parcels that have residential zoning which is not compatible with the CDO overlay. The acreage of the proposed substitute is approximately 339 acres.



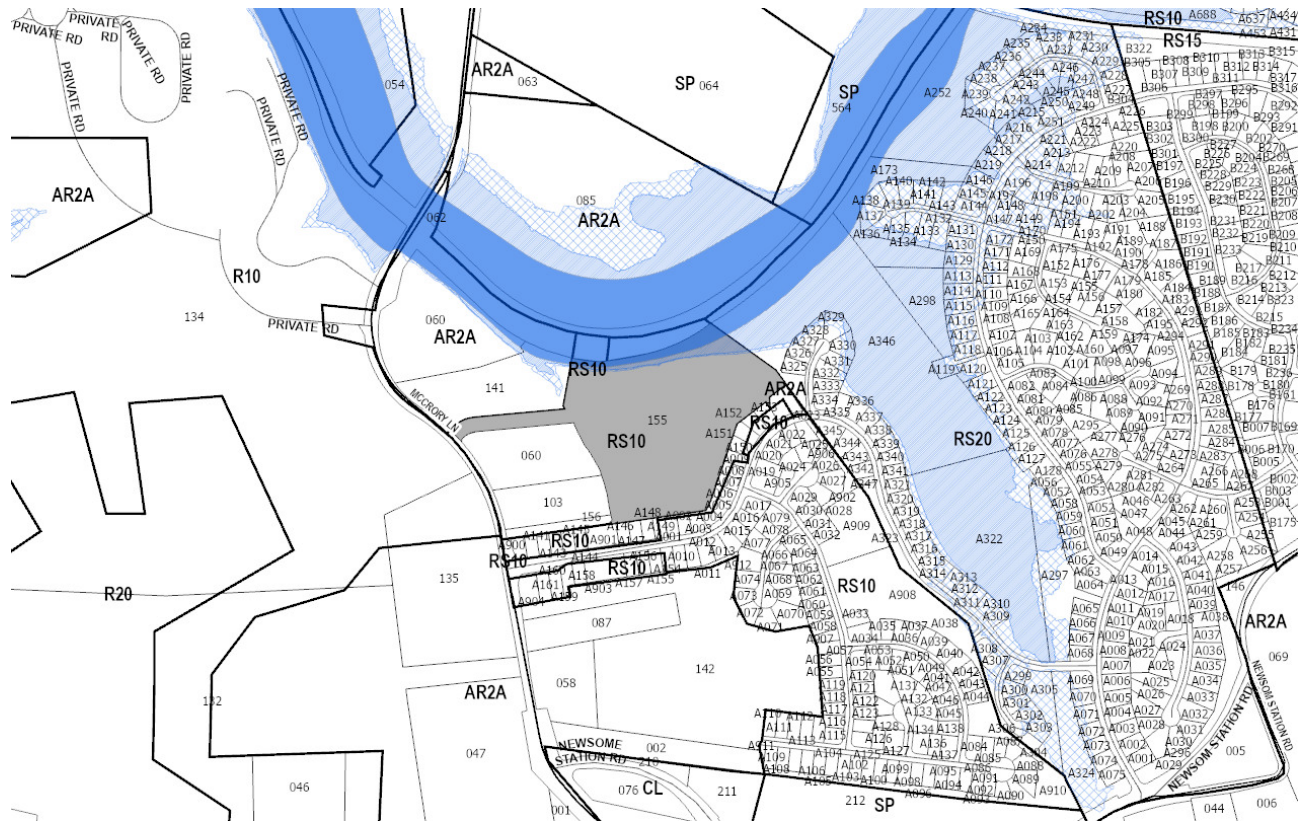
Staff recommends approval of a substitute ordinance.



SEE NEXT PAGE



Metro Planning Commission Meeting of 11/13/2025



2024S-083-004
HARPETH OVERLOOK PLAT
Map 126, Parcel(s) 155
06, Bellevue
35 (Jason Spain)



Metro Planning Commission Meeting of 11/13/2025

Item #17

Project Name

Council District

School District

Requested by

Final Plat 2024S-083-004

Harpeth Overlook Plat

35 – Spain

09 – Tylor

Catalyst Design Group, applicant; Harpeth Overlook Partners, LLC owner.

Staff Reviewer

Marton

Staff Recommendation

Approve with conditions.

APPLICANT REQUEST

Request for final plat approval to create 35 lots.

Final plat

A request for final plat approval to create 35 lots utilizing conservation development standards on property located at McCrory Lane (unnumbered), approximately 700 feet north of Beautiful Valley Drive, zoned RS10 (15.8 acres).

CASE HISTORY

The site received concept plan approval (2024S-083-001) to create 32 lots utilizing the conservation development standards on a portion of the property (15.12 acres) by the Planning Commission in September 2024. A small portion (0.68 acres) of the property in the northwest corner was rezoned from AR2a to RS10 in 2025 and was included in an updated concept plan that included three additional lots within the additional area, resulting in a plan with a total of 35 lots. That plan was approved by the Planning Commission in April 2025 (2024S-083-003). The final site plan (2024S-083-002) was approved in May of 2025 and includes 35 single family lots, open space, and public roads.

SITE DATA AND CONTEXT

Location: The site is located just east of McCrory Lane, which is identified as a scenic arterial boulevard in the Major and Collector Street Plan.

Approximate Acreage: 15.8 acres or approximately 688,233 square feet.

PROPOSAL DETAILS

Number of lots: 35

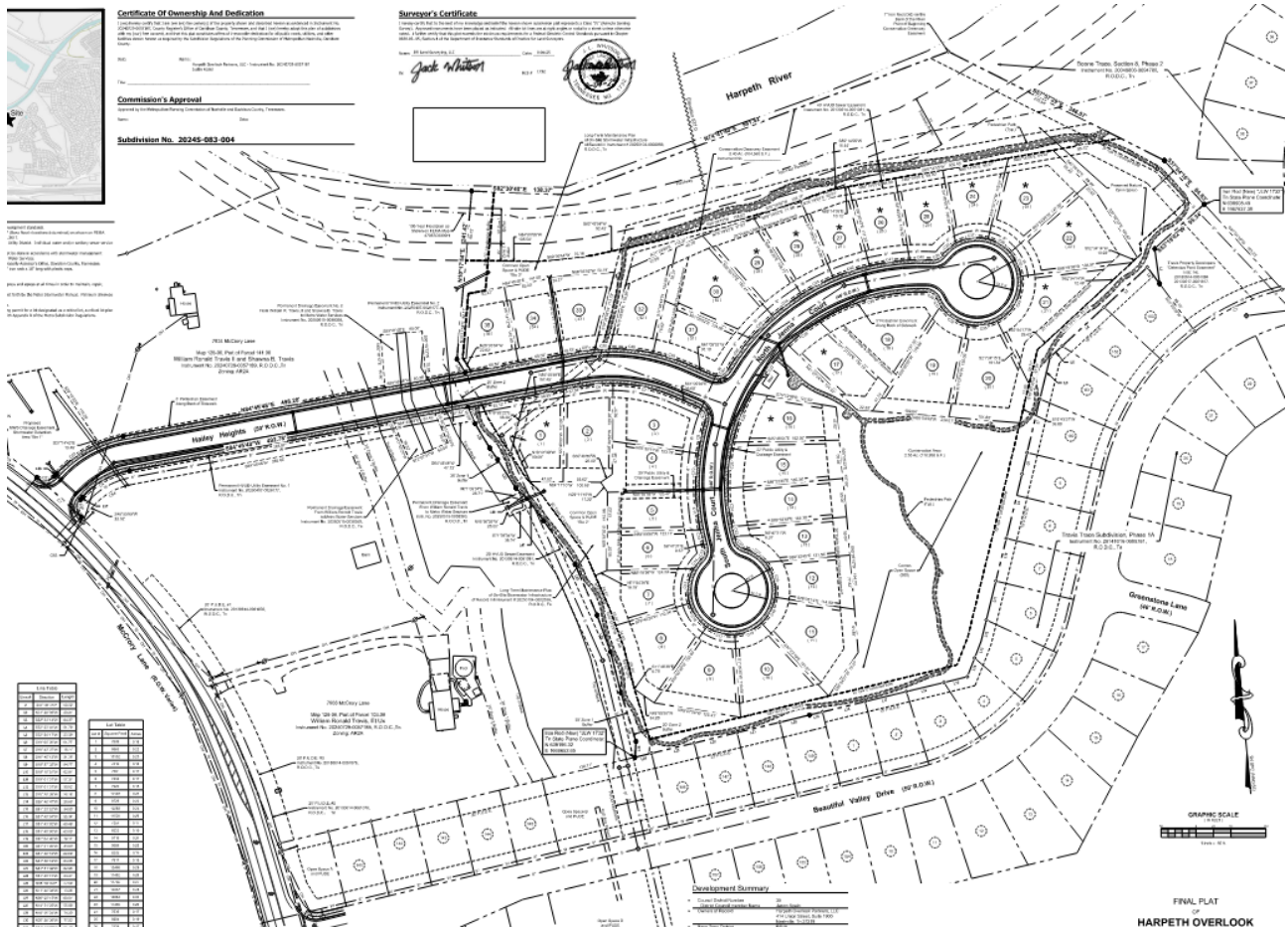
Subdivision Variances or Exceptions Requested: None.

UPDATED FINAL PLAT RULES AND PROCEDURES

At its March 9, 2023, meeting, the Metro Planning Commission approved an amendment to the Rules and Procedures, following Metro Council adoption of RS2023-2047, reflecting recent changes to Tennessee State law regarding administrative approval of final plats. The amended State law allows staff to approve final plats that create no more than 5 lots, if certain criteria is met, and final plats of up to 25 lots for subdivisions that received preliminary/concept plan approval.



Metro Planning Commission Meeting of 11/13/2025



Proposed Plat

Prior to this change, staff was delegated authority to approve final plats that created no more than 2 lots, if certain criteria are met, and all final plats for subdivisions that received preliminary/concept plan approval.

The subject site received preliminary plan approval and final site plan approval in 2025. Approval by the MPC is now required because the plat contains more than 25 lots, requiring consideration by the MPC per amended TCA Sections 13-3-402 and 13-4-302 under Public Chapter 994.

APPLICABLE SUBDIVISION REGULATIONS

Staff previously determined that all requirements of the Subdivision Regulations applicable to this site had been met during review of the MPC-approved preliminary/concept plan. The proposed plat is consistent with the MPC-approved preliminary/concept plan and all requirements of Chapter 3.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve



Metro Planning Commission Meeting of 11/13/2025

GREENWAYS RECOMMENDATION

Approve with conditions

- Applicant to design and build a segment of the PEDESTRIAN PATH TYP. (10' wide, compacted aggregate pathway) within the Conservation Greenway Easement area as a temporary improvement until Metro Greenways constructs a paved greenway within the easement area. Within the Conservation Greenway Easement area, the design and construction of the PEDESTRIAN PATH TYP. must be ADA compliant.
- The segment of the PEDESTRIAN PATH TYP. within the Conservation Greenway Easement area must be inspected and approved by Greenways and Metro's General Services ADA office prior to any use and occupancy or issuance of the first Use and Occupancy letter for new construction on any lot in the development.
- The greenway easement and PEDESTRIAN PATH TYP. to be maintained by owner/HOA per Metro Parks' standards and terms, including ADA compliance, until such time as Metro lays an asphalt trail surface. Thereafter, Parks will maintain the paved surface. All to be memorialized in the Conservation Greenway Easement Agreement.
- Coordinate with Greenways staff to process the Conservation Greenway Easement Agreement for Park Board and Metro Council approval.
- Maintenance within Greenway Conservation Easement to be performed by Applicant until such time as the greenway is built or upon other approved by Parks.
- Any access from the development into the greenway easement and/or onto the future greenway trail must be approved by Greenways. Greenways anticipates future connections from the greenway trail to the two access points, at the boundary of the Conservation Greenway Easement, to be created by the final site plan approval of the PEDESTRIAN PATH TYP. However, final determinations as to connections will be made when construction plans for the paved greenway trail are finalized.
- Greenway trail to be open to the public 365 days/year per Metro Parks approved operating hours, except for times of routine maintenance where temporary closure is required for public safety.

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Not applicable

- Harpeth Valley Water and Sewer Utility District.

HARPETH VALLEY UTILITY DISTRICT

Approve



Metro Planning Commission Meeting of 11/13/2025

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. If the final plat will be recorded without first constructing the required public infrastructure improvements (roads, water, and sewer line extensions), then the applicant shall request a bond for those improvements. Submit a completed bond application with a check in the amount of \$750 made payable to the "Metropolitan Government" at least three weeks prior to when the plat will be recorded with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact the Bond Desk at 615-862-7202 or bond.desk@nashville.gov.
2. Update zoning note #8 to say, "Property is zoned RS10 and is within the OV-FLD Overlay. Lot size minimum is 7,100 square feet per the approved conservation subdivision case 2024S-083-003.
3. Identify and label 5' sidewalk and 4' planting strip on the new streets.
4. Label the Open Space, (OS1, etc.) and include the acreage in the Lot Table.
5. Add note: Areas identified to be preserved as natural open space on the final site plan case 2024S-083-002 shall remain undisturbed as approved.
6. Update note #11 to say, "Landscaping and tree density per the approved final site plan 2024S-083-002."
7. Remove callouts such as "Conservation Area" and "Preserved Natural Open Space" and re-label "Common Open Space" to the open space number, i.e. "Open Space 1".
8. Prior to recording, confirm map and parcel number assignments for open space and identify on the face of the open space.
9. Remove the reference to an instrument number below the Conservation Greenway Easement label.
10. Comply with all conditions and requirements of Metro reviewing agencies.
11. Owner's signature must be shown with name printed under signature. If the property is owned by a corporation, LLC, LLP, company, etc. then the authorized individual's printed name and signature must be provided underneath the company's name in the Owner's Certificate. You'll also need to submit a letter(s) on each company's letterhead or documentation that the individual is authorized on behalf of the entity.
12. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

RECOMMENDED ACTION

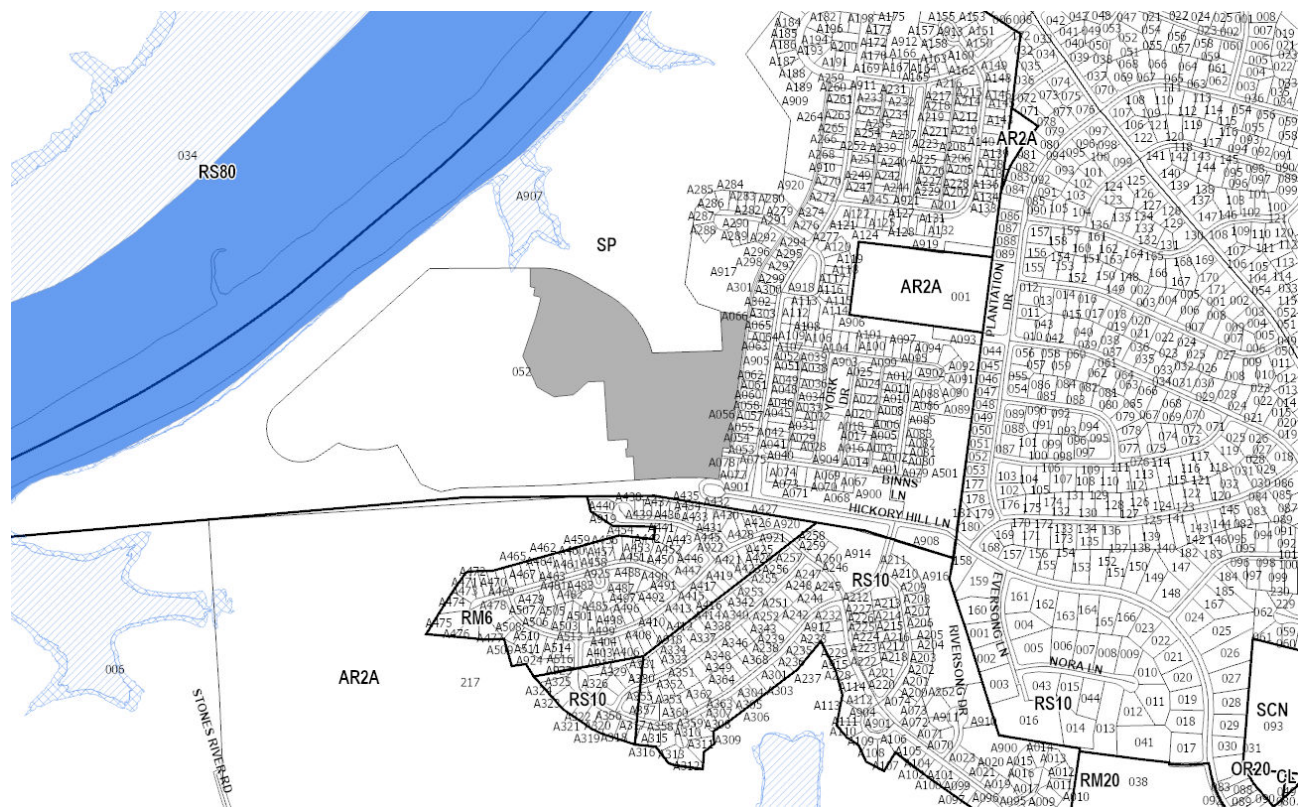
Motion to approve proposed subdivision Case No. 2024S-083-004 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



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Metro Planning Commission Meeting of 11/13/2025



2025S-166-001

PARKHAVEN PH3 SECTION 1

Map 074, Parcel(s) 052

14, Donelson – Hermitage – Old Hickory

14 (Jordan Huffman)



Metro Planning Commission Meeting of 11/13/2025

Item #18

Project Name

Council District

School District

Requested by

Final Plat 2025S-166-001

Parkhaven Ph3 Section 1

14 – Huffman

04 – Nabaa-McKinney

JTA Land Surveying, applicant; Trelb Parkhaven, LLC owner.

Staff Reviewer

Marton

Staff Recommendation

Approve with conditions.

APPLICANT REQUEST

Request for final plat approval to create 72 lots.

Final plat

A request for final plat approval to create 72 lots on a portion of property located at 2040 Hickory Hill Lane, approximately 1,118 feet from Mountainbrook Circle, zoned Specific Plan (SP) (22.45 acres).

CASE HISTORY

The site is located within an SP zoning district (2016SP-046-001) that was recommended by the Planning Commission in 2016 and approved by Metro Council in 2017. Two phases of the SP have previously been approved and platted and the request is to plat a section of the third phase. The plan for this phase of the subdivision was granted final site plan approval in May of 2024 (2016SP-046-005). The plat includes 72 single-family lots, open space, and private roads and alleys.

SITE DATA AND CONTEXT

Location: The site is located just west of the intersection of Parkhaven Boulevard and Binns Lane.

Approximate Acreage: 22.45 acres or approximately 977,866 square feet.

PROPOSAL DETAILS

Number of lots: 72

Subdivision Variances or Exceptions Requested: None.

UPDATED FINAL PLAT RULES AND PROCEDURES

At its March 9, 2023, meeting, the Metro Planning Commission approved an amendment to the Rules and Procedures, following Metro Council adoption of RS2023-2047, reflecting recent changes to Tennessee State law regarding administrative approval of final plats. The amended State law allows staff to approve final plats that create no more than 5 lots, if certain criteria is met, and final plats of up to 25 lots for subdivisions that received preliminary/concept plan approval. Prior to this change, staff was delegated authority to approve final plats that created no more than 2 lots, if certain criteria are met, and all final plats for subdivisions that received preliminary/concept plan approval.





Metro Planning Commission Meeting of 11/13/2025

The subject site received preliminary plan approval in 2017 and final site plan approval in 2024. Approval by the MPC is now required because the plat contains more than 25 lots, requiring consideration by the MPC per amended TCA Sections 13-3-402 and 13-4-302 under Public Chapter 994.

APPLICABLE SUBDIVISION REGULATIONS

Staff previously determined that all requirements of the Subdivision Regulations applicable to this site had been met during review of the MPC-approved preliminary/concept plan. The proposed plat is consistent with the MPC-approved preliminary/concept plan and all requirements of Chapter 3.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

HISTORIC ZONING RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve with conditions

- Private roads complying with NDOT standards street name blades to be in place prior to any U&O of buildings for addressing purposes and the office of emergency communications/services.

TRAFFIC AND PARKING RECOMMENDATION

Approve

- Traffic conditions to be set at the time of final site plan or building permit approval for individual lots. (Traffic studies, driveway distances, access sight triangles, etc.)

WATER SERVICES RECOMMENDATION

Approve with conditions.

- Attached is a copy of the above-referenced subdivision (uploaded by Planning on September 9, 2025) on which we have noted our comments and recommend conditional approval. Approval is contingent upon completion and formal conveyance/acceptance of all or Part of Metro Project No 22WL0062 once the final as-built record drawings are approved and the private final paving and public valve box final casting adjustments are confirmed for this Phase and Section.

STAFF RECOMMENDATION

Staff recommends approval with conditions.



Metro Planning Commission Meeting of 11/13/2025

CONDITIONS

1. If the final plat will be recorded without first constructing the required public infrastructure improvements (roads, water, and sewer line extensions), then the applicant shall request a bond for those improvements. Submit a completed bond application with a check in the amount of \$750 made payable to the "Metropolitan Government" at least three weeks prior to when the plat will be recorded with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact the Bond Desk at 615-862-7202 or bond.desk@nashville.gov.
2. Utilities are to be placed underground, as provided in Section 17.28.103 of the Zoning Code.
3. On the corrected copy, provide case no. 2025S-166-001 on all sheets.
4. On the corrected copy, remove the address numbers on the face of the lots and keep only the lot and parcel numbers.
5. On the corrected copy, update note #7 to say, "Building setbacks per approved final site plan 2016SP-046-005."
6. On the corrected copy, updated note #11 to say, "Landscaping and tree density requirements per approved final site plan 2016SP-046-005."
7. Comply with all conditions and requirements of Metro reviewing agencies.
8. Owner's signature must be shown with name printed under signature. If the property is owned by a corporation, LLC, LLP, company, etc. then the authorized individual's printed name and signature must be provided underneath the company's name in the Owner's Certificate. You'll also need to submit a letter(s) on each company's letterhead or documentation that the individual is authorized on behalf of the entity.
9. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

RECOMMENDED ACTION

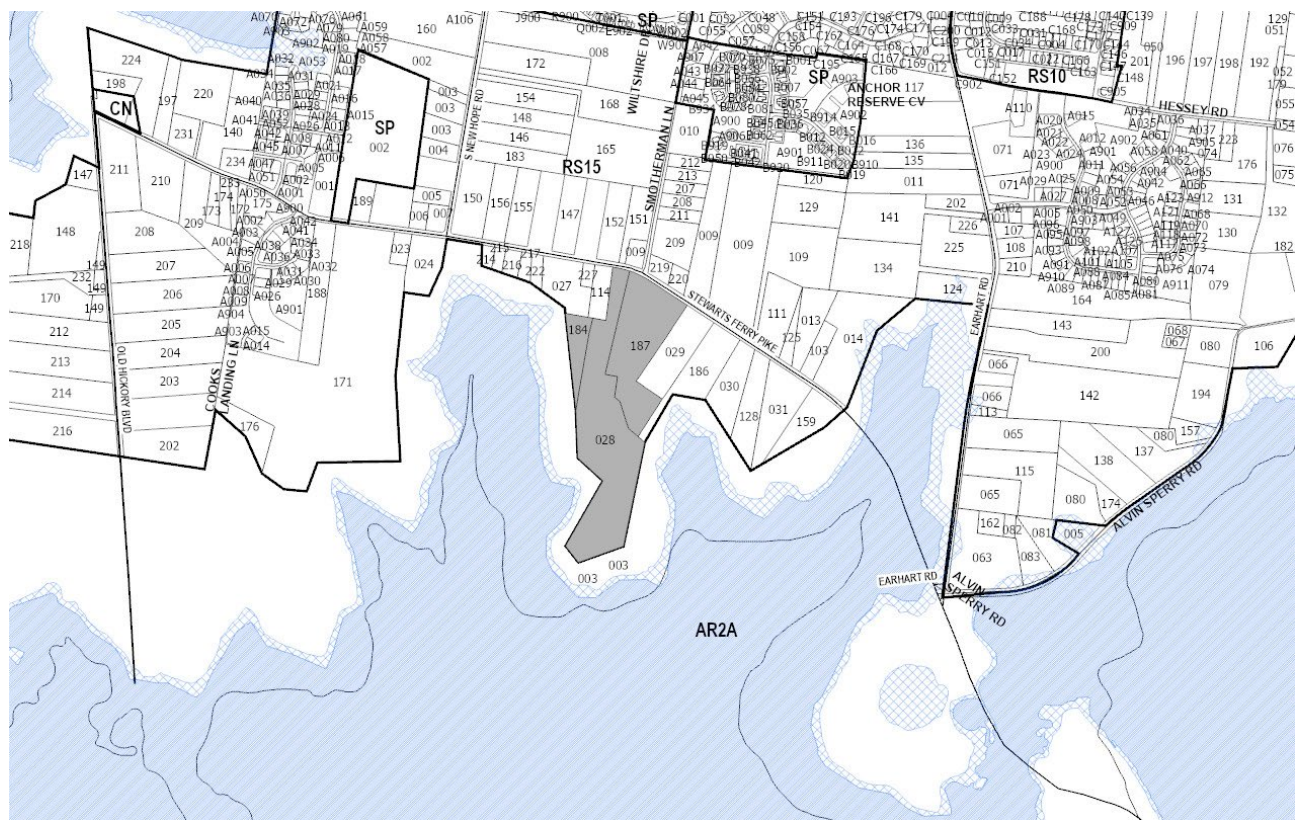
Motion to approve proposed subdivision Case No. 2025S-166-001 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



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Metro Planning Commission Meeting of 11/13/2025



2025S-171-001

STEWARTS FERRY KING PROPERTY

Map 110, Parcel(s) 028, 184, 187

14, Donelson – Hermitage – Old Hickory

12 (Erin Evans)



Metro Planning Commission Meeting of 11/13/2025

Item #19**Project Name****Council District****School District****Requested by****Concept Plan 2025S-171-001****Stewarts Ferry King Property**

12 – Evans

04 – Nabaa-McKinney

Crunk Engineering, LLC, applicant; Kathleen M. King and Don R. King, owners.

Staff Reviewer

Konigstein

Staff Recommendation

Defer to the December 11, 2025, Planning Commission meeting.

APPLICANT REQUEST

Request for concept plan approval to create 33 lots.

Concept Plan

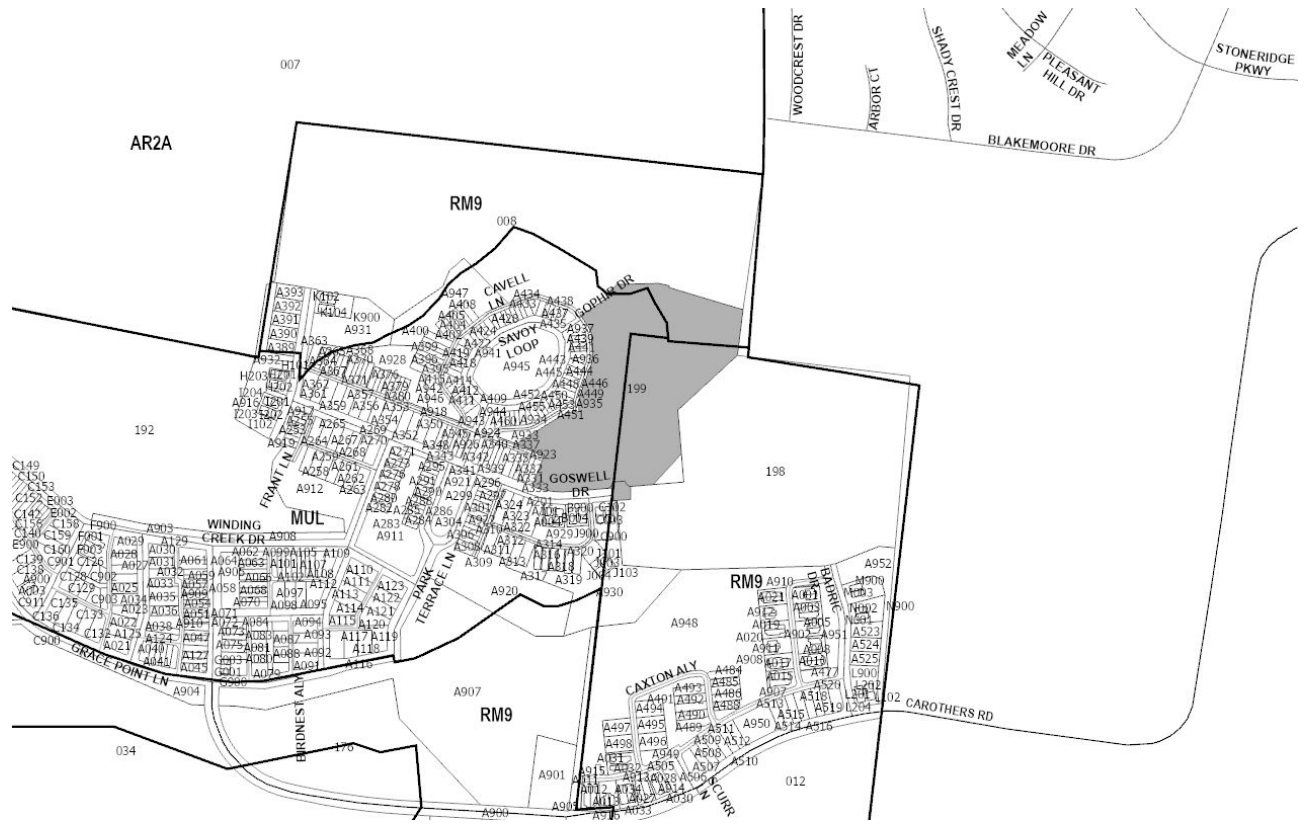
A request for concept plan approval to create 33 lots utilizing conservation development standards on property located at 1658 Stewarts Ferry Pike and Stewarts Ferry Pike (unnumbered), at the intersection of Stewarts Ferry Pike and Smotherman Lane, zoned Single Family Residential (RS15) (31.4 acres).

STAFF RECOMMENDED ACTION

Staff recommends deferral to the December 11, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 11/13/2025



2025S-173-001

CAROTHERS CROSSING PHASE 10, SECTION 2A

Map 188, Part of Parcel(s) 198-199

12, Southeast

33 (Antoinette Lee)



Metro Planning Commission Meeting of 11/13/2025

Item #20

Project Name

Council District

School District

Requested by

Final Plat 2025S-173-001

Carothers Crossing Phase 10, Section 2A

33 – Lee

02 – Elrod

Anderson, Delk, Epps & Associates, Inc., applicant;
Regent Homes, LLC, owner.

Staff Reviewer

Konigstein

Staff Recommendation

Approve with conditions.

APPLICANT REQUEST

Final plat to create 26 residential lots.

Final Plat

A request for final plat approval to create 26 lots on properties located at Milson Lane (unnumbered) and Goswell Drive (unnumbered), north of the intersection of Stoneleigh Lane and Goswell Drive, zoned Mixed Use Limited (MUL) and Multi-family Residential (RM9) (11.41 acres), and within the Carothers Crossing Urban Design Overlay.

CASE HISTORY

The subject site is within the Carothers Crossing Urban Design Overlay (UDO). Council approved the UDO in 2005 (BL2005-682). The UDO consists of approximately 600 acres. Several phases of development in the UDO have been approved. This is Phase 10, Section 2A. A final site plan for construction of this phase was approved in 2024 (2005UD-003G-12).

SITE DATA AND CONTEXT

Location: The site is located north of the intersection of Stoneleigh Lane and Goswell Drive.

Approximate Acreage: 11.41 acres or approximately 497,019.6 square feet.

PROPOSAL DETAILS

Number of lots: 26

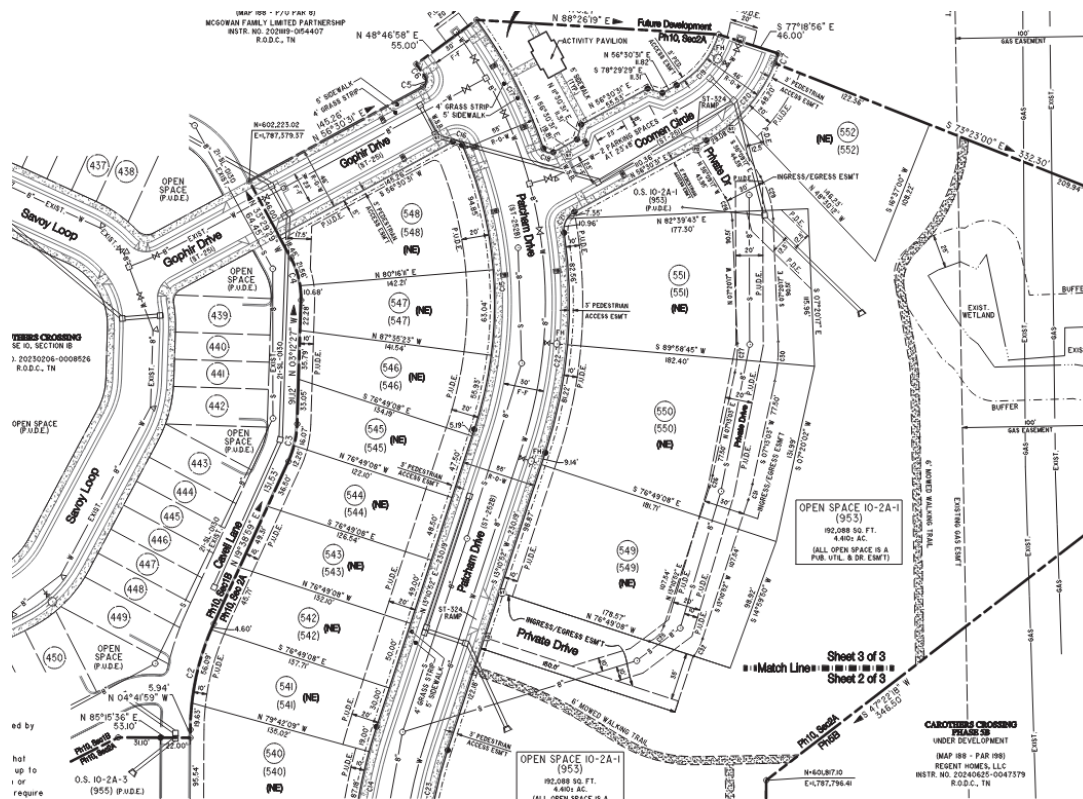
Subdivision Variances or Exceptions Requested: None.

UPDATED FINAL PLAT RULES AND PROCEDURES

At its March 9, 2023, meeting, the Metro Planning Commission approved an amendment to the Rules and Procedures, following Metro Council adoption of RS2023-2047, reflecting recent changes to Tennessee State law regarding administrative approval of final plats. The amended State law allows staff to approve final plats that create no more than five lots, if certain criteria is met, and final plats of up to 25 lots for subdivisions that received preliminary/concept plan approval. Prior to this change, staff was delegated authority to approve final plats that created no more than two lots, if certain criteria are met, and all final plats for subdivisions that received preliminary/concept plan approval.

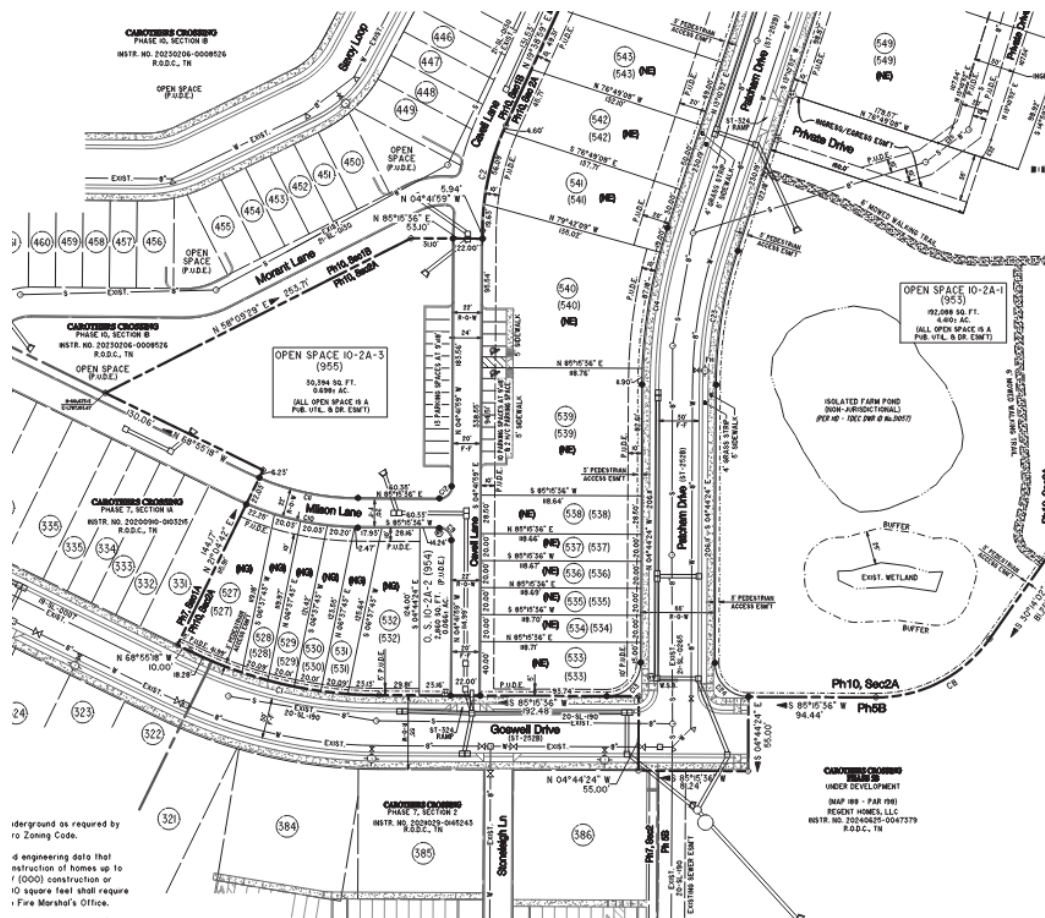


Metro Planning Commission Meeting of 11/13/2025





Metro Planning Commission Meeting of 11/13/2025



Proposed Plat

Approval by the MPC is required because the subject plat contains more than 25 lots, requiring consideration by the MPC per amended TCA Sections 13-3-402 and 13-4-302 under Public Chapter 994.

APPLICABLE SUBDIVISION REGULATIONS

Staff previously determined that this plat is consistent with the Council approved UDO plan, the approved final site plan and the Subdivision Regulations.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT ROADS RECOMMENDATION

Approve



Metro Planning Commission Meeting of 11/13/2025

NASHVILLE DOT TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic conditions to be set at the time of final site plan or building permit approval for individual lots. (Traffic studies, driveway distances, access sight triangles, etc.)

WATER SERVICES RECOMMENDATION

Approve with conditions

- Attached is a copy of the above-referenced subdivision (uploaded by Planning on October 20, 2025) on which we have noted our comments and recommend approval. Approval is contingent on construction and completion of MWS Project #'s 24SL0021 and 24WL0009. A bond amount of \$240,000.00 is assigned to 24SL0021 and an amount of \$190,000.00 is assigned to 24WL0009.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. After approval, submit the corrected mylar or vellum copy of the plat reflecting all Conditions of Approval, with name printed under signatures and dates from property owner(s) and surveyor, one paper copy, a CD with the electronic copy of the plat (.dwg) saved on it, and recordation fee, to Planning.
3. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.
4. If the final plat will be recorded without first constructing the required public infrastructure improvements (roads, water, and sewer line extensions), then the applicant shall request a bond for those improvements. Submit a completed bond application with a check in the amount of \$750 made payable to the "Metropolitan Government" at least three weeks prior to when the plat will be recorded with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact the Bond Desk at 615-862-7202 or bond.desk@nashville.gov.

RECOMMENDED ACTION

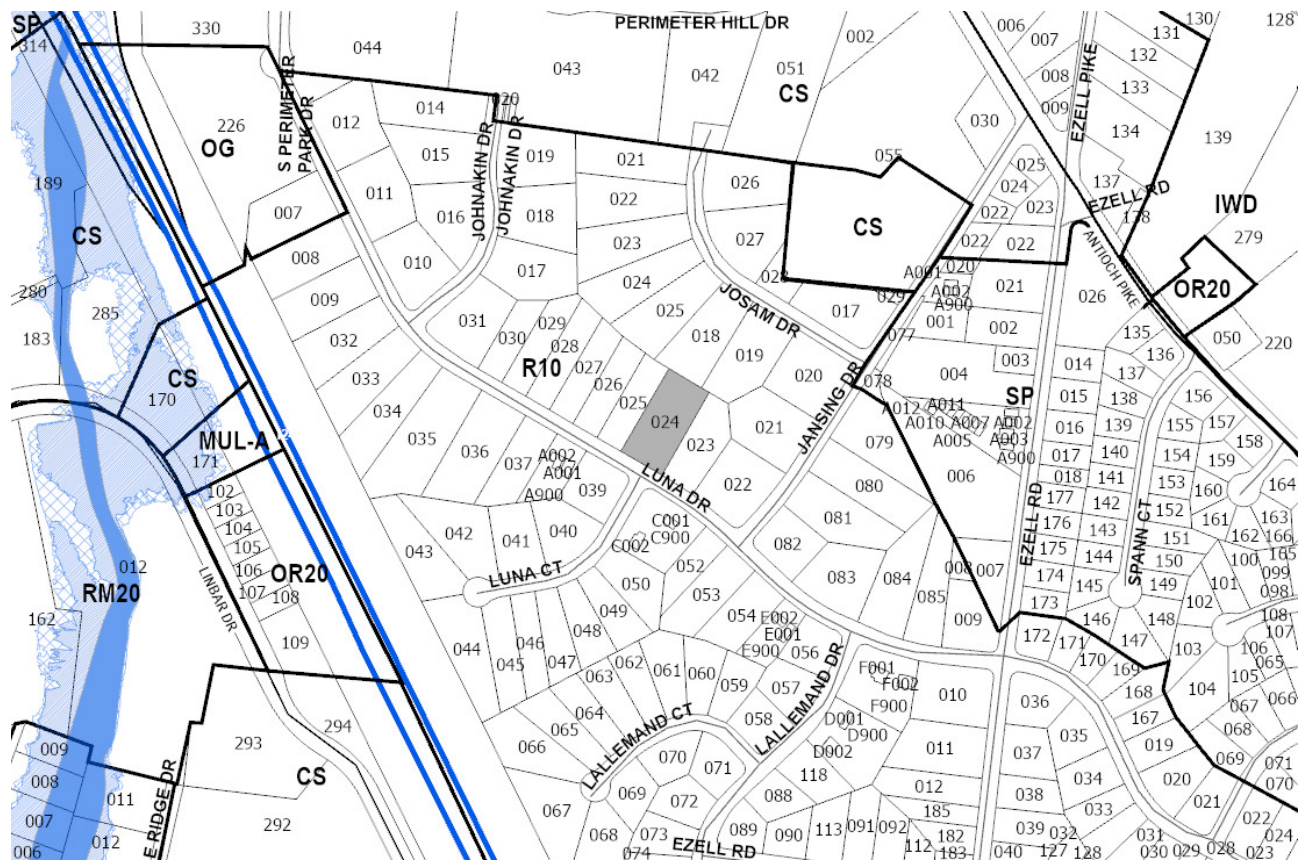
Motion to approve proposed subdivision Case No. 2025S-173-001 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances, and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



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Metro Planning Commission Meeting of 11/13/2025



2025S-175-001

314 LUNA DRIVE

Map 148 02, Parcel(s) 024

13, Antioch Priest Lake

28 (David Benton)



Metro Planning Commission Meeting of 11/13/2025

Item #21**Final Plat 2025S-175-001****Project Name****314 Luna Drive****Council District**

28 – Benton

School District

07 – Player

Requested by

JTA Land Surveying, Inc., applicant; Mina Naguib, owner.

Staff Reviewer

Chen

Staff Recommendation*Defer to the December 11, 2025, Planning Commission meeting.*

APPLICANT REQUEST**Request for final plat approval to create two lots.**Final Plat

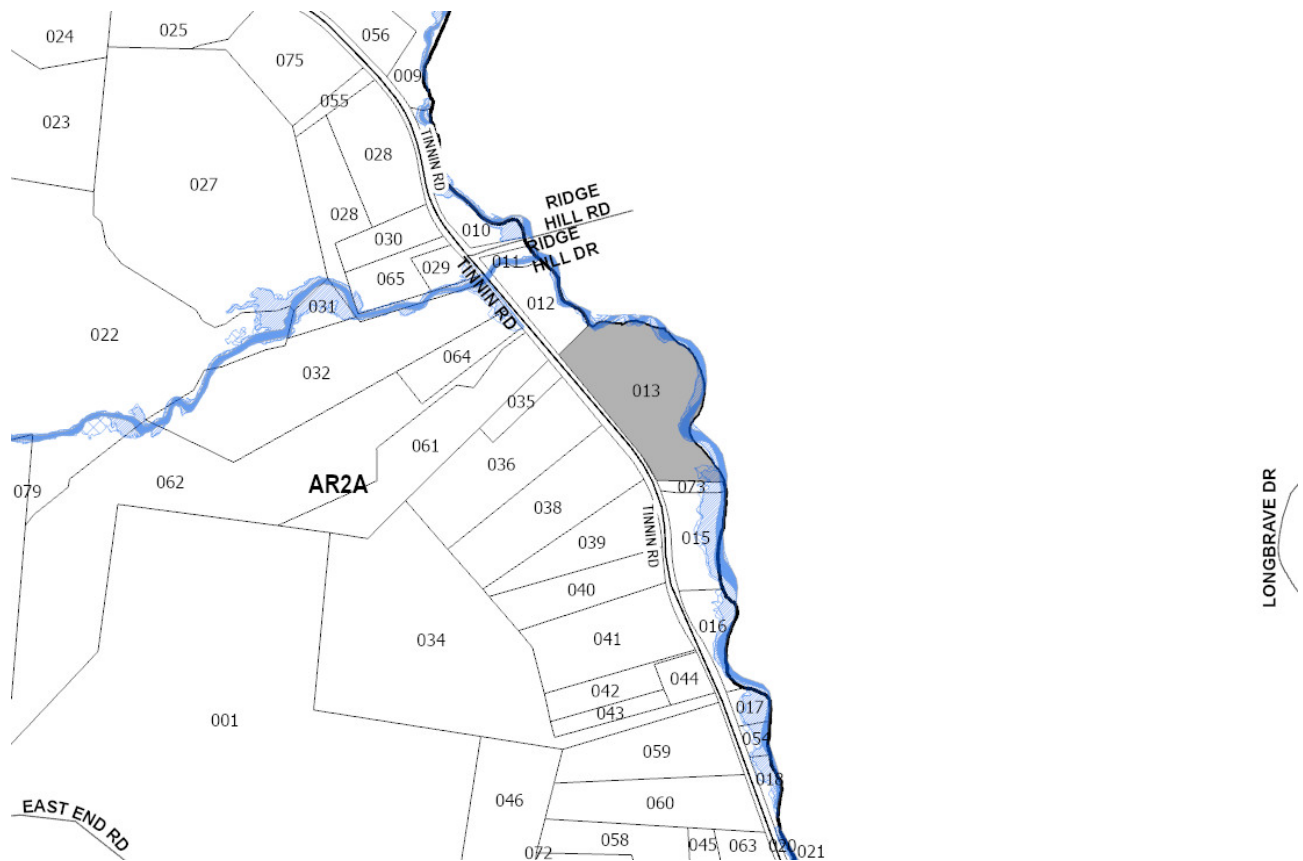
A request for final plat approval to create two lots on property at 314 Luna Drive, at the intersection of Luna Court and Luna Drive, zoned One and Two-Family Residential R10 (0.93 acres)

STAFF RECOMMENDATION

Staff recommends deferral to the December 11, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 11/13/2025



2025S-176-001

MINOR SUBDIVISION OF THE NORMAN RYAN CARNEY REVOCABLE LIVING TRUST PROPERTY

Map 003, Parcel(s) 013

02, Parkwood – Union Hill

10 (Jennifer Webb)



Metro Planning Commission Meeting of 11/13/2025

Item #22

Project Name

Final Plat 2025S-176-001

**Minor Subdivision of the Norman Ryan
Carney Revocable Living Trust Property**

Council District

10 – Webb

School District

03 – Young

Requested by

Durin LLC, applicant; The Norman Ryan Carney
Revocable Living Trust, owner.

Staff Reviewer

Garland

Staff Recommendation

*Approve with conditions, including variances to Section 4-
2.5 of the Metro Subdivision Regulations.*

APPLICANT REQUEST

Request for final plat approval to create four lots.

Final Plat

A request for final plat approval to create four lots on property located at 2494 Tinnin Road, approximately 748 feet south of Ridge Hill Drive, zoned Agricultural/Residential (AR2a) (8.08 acres).

SITE DATA AND CONTEXT

Location: The site consists of one parcel located on the east side of Tinnin Road, on the eastern boundary of Davidson County.

Street Type: The site has frontage on Tinnin Road, a Collector Avenue as identified in the Major and Collector Street Plan (MCSP), with a standard right-of-way of 78 feet. The half right-of-way currently shown is 25 feet. This plat indicates dedicated right-of-way of 0.43 acres or 18,730 square feet.

Approximate Acreage: 8.08 acres, or approximately 352,544 square feet.

Parcel/Site History: The site consists of one parcel that was created by quit claim deed in 2008 from a larger parcel (Map 97, Parcel 53).

Zoning History: The lot has been zoned Agricultural/Residential (AR2a) since 1974.

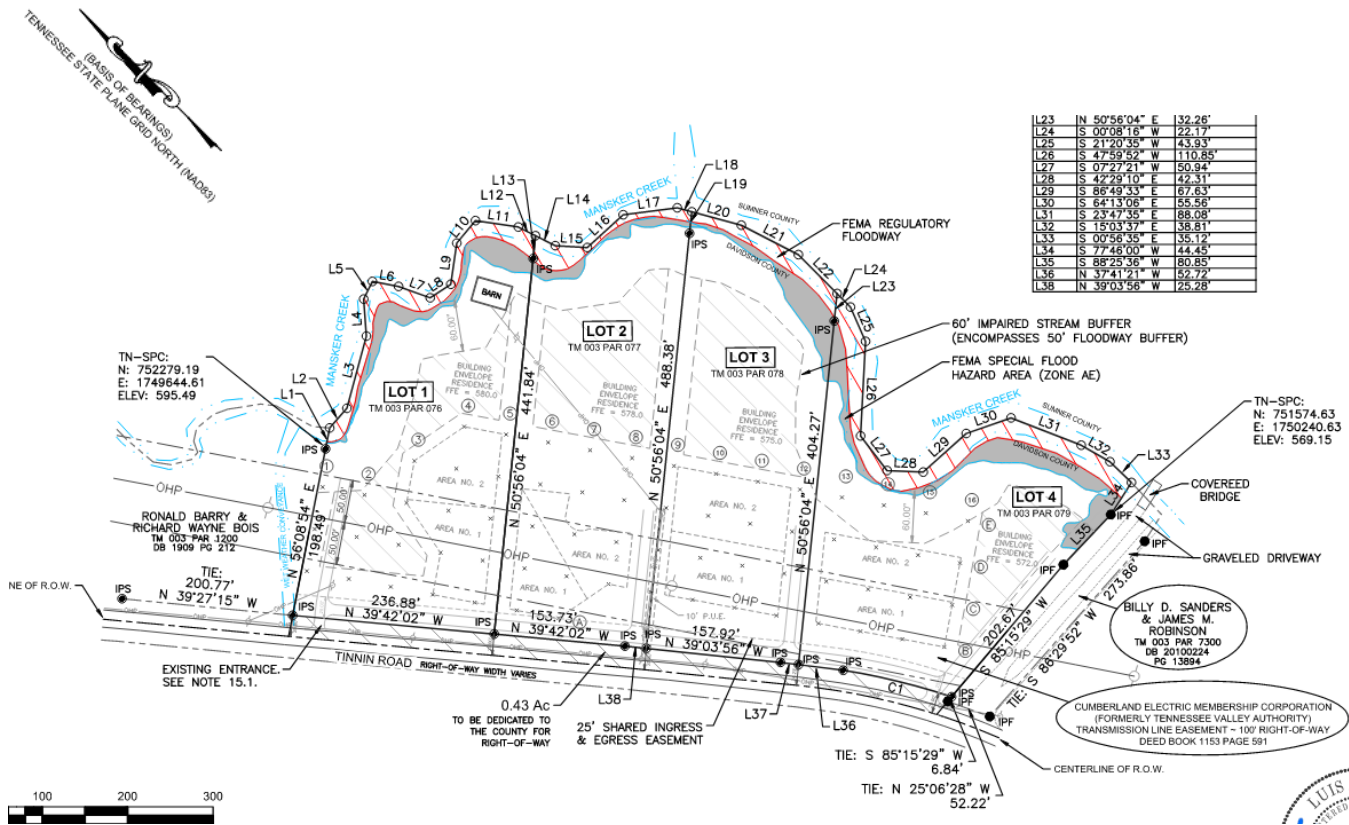
Existing land use and configuration: The parcel is currently vacant.

Surrounding land use and zoning:

- North: Agricultural/Residential (AR2a)
- South: Agricultural/Residential (AR2a)
- East: Agricultural/Residential (AR2a)
- West: Agricultural/Residential (AR2a)



Metro Planning Commission Meeting of 11/13/2025



Proposed Final Plat

Zoning: Agriculture/Residential (AR2a)

Minimum lot size: 2 acres

Maximum building coverage: 0.20

Minimum rear setback: 20 feet

Minimum side setback: 20 feet

Maximum height: 3 stories

Minimum street setback: 40 feet per Code

PROPOSAL DETAILS

Number of Lots: 4

Lot sizes: Lot 1 is 2.08 acres (90,801 square feet), Lot 2 is 2.00 acres (87,264 square feet), Lot 3 is 2.00 acres (87,312 square feet), Lot 4 is 2.00 acres (87,167 square feet).

Access: All lots have shared ingress and egress access through the existing driveway entrance on Lot 1 and a proposed entrance from Lot 4. The shared access drive provides access to Lots 2 and 3.

Subdivision Variances or Exceptions Requested: A variance to Section 4-2.5.a.1.d. is required for lot frontage.



Metro Planning Commission Meeting of 11/13/2025

APPLICABLE SUBDIVISION REGULATIONS

Volume III of NashvilleNext, the General Plan for Nashville and Davidson County, contains the Community Character Manual (CCM) which establishes land use policies for all properties across the County. The land use policies established in the CCM are based on a planning tool called a Transect, which describes a range of development patterns from most to least developed.

Prior versions of the Subdivision Regulations for Nashville and Davidson County contained a uniform set of standards that were applied Metro-wide. This did not take into account the diverse character that exists across the County. In order to achieve harmonious development within the diversity of development patterns that exist in Nashville and Davidson County, the Planning Commission has adopted the current Subdivision Regulations. The Subdivision Regulations incorporate the General Plan policies by including rules or standards for each specific transect. This allows policies of the General Plan to be followed through application of the varying Subdivision Regulations to reflect the unique characteristics found in the different transects. This site is located within the Rural Maintenance (T2 RM) policy. For sites within the T2 Rural transect, the regulations found in Chapter 4 are utilized.

There are several subdivision options within the Rural Subdivision Regulations. This proposal utilizes the Countryside Character Design Open Alternative option as described in Section 4-2.5.a.1 of the subdivision regulations.

4-2. Development Standards

4-2.1 Identification of Primary Conservation Land

Prior to design of any subdivision plan with new streets or joint access easement, Primary Conservation Land shall be identified and, subject to the provisions of Sections 4-2.2 and 4-2.3, preserved from any disturbance.

A joint access easement is proposed. As the property is served by septic, a condition of the plat is that buildable area is shown. These buildable areas are shown outside of areas that would be shown as Primary Conservation Land.

4-2.2 Preservation of Conservation Land

Unless an exception is granted under Section 4-2.3, all Primary Conservation Areas shall be preserved and set aside through an appropriate means such as conservation easements and/or open space.

See sections 4-2.1 and 4-2.3.

4-2.3 Development Footprint

The remaining land outside of the boundary of the Primary Conservation Land shall be designed as the Development Footprint.

The rear of the lots abut an existing stream and contain FEMA flood areas. As outlined above, as the lots are served by septic, building footprints are required to be shown. All footprints are shown outside the of the required floodplain and stream buffers.



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4-2.4 Building Placement

In subdivisions without new streets or joint access easements, any subdivision application shall note proposed building envelopes. Building envelopes shall not be within areas listed in Section 4-2.1(a) through Section 4-2.1(j).

Building envelopes are not within areas listed in Section 4-2.1(a) through Section 4-2.1(j).

4-2.5 Rural Character Design

a. Countryside Character Option. This option may be used for any rural character subdivision. It is intended to maintain a natural, open rural character by minimizing the visual intrusion of development along primary roadways through the use of setbacks, building placement, existing vegetation and natural topographic features that obscure the view of development from the street.

1. Open Alternative – Street frontage without existing vegetative or topographical screening. For purposes of this section, “surrounding parcels” is defined as the five R, RS, AR2a, or AG parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same blockface, whichever is less. If there are no surrounding parcels, the screened alternative shall be used. Staff used the surrounding parcels to compare the proposed lots to and this analysis is outlined below.

h. *Building Setback along existing public streets.*

Complies. The building setbacks are required to be varied, and a minimum setback line is required to be platted when the average setback of abutting parcels is more than the minimum required street setback established by the zoning. Where the minimum required street setback is less than the average street setback of the two parcels abutting either side of the lot proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback of the abutting parcels. The average front setback of the abutting parcels is approximately 60 feet. All buildable areas are shown at a minimum of 60 feet from the property line, meeting this requirement.

i. *Lot Depth along existing public streets.*

Complies. The minimum depth for lots along existing public streets shall be the building setback required by Sec 4-2.5(a) plus 300 feet. This provision requires a 360-foot lot depth. As proposed, the depth of Lots 1 - 4 ranges from approximately 513 feet to 419 feet.

j. *Lot size along existing public streets.*

Complies. A compatibility analysis was conducted per this requirement based on the surrounding parcels. The result of the analysis is that the minimum required lot size is 43,206 square feet. The proposed lots meet this standard. While the minimum lot size required by compatibility is less than two acres, each lot is required to meet the minimum zoning requirements which is two acres. The minimum lot size for compatibility and for zoning are met.



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k. Lot frontage abutting existing public streets.

Does not comply. A compatibility analysis was conducted per this requirement based on the surrounding parcels. The result of the analysis is that the minimum lot frontage required is 305 feet. The frontage of Lot 1 is 236 feet, lot 2 is 153 feet, lot 3 is 157 feet, and lot 4 is 183 feet, all of which are below the required minimum lot frontage. A variance is required and will be discussed below.

l. Street lights.

Not applicable for this case.

m. Conservation Development.

Not applicable for this case.

n. Compact Development.

Not applicable for this case.

Subdivision Variances or Exceptions Requested: Yes. This request requires a variance to 4-2.5.a.1.d. for minimum lot frontage.

Section 1-11, Variances, permits the Planning Commission to grant variances to the Subdivision Regulations when it finds that extraordinary hardships or practical difficulties may result from strict compliance with the regulations. While the regulations grant the Commission the authority to grant variances, the regulations state that “such variance shall not have the effect of nullifying the intent and purpose of the Subdivision Regulations.” In order to grant a variance, the Commission must find that:

1. The granting of the variance shall not be detrimental to the public safety, health, or welfare or injurious to other property or improvements in the neighborhood in which the property is located.
2. The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property.
3. Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations were carried out.
4. The variance shall not in any manner vary from the provisions of the adopted General Plan, including its constituent elements, the Major Street Plan, or the Zoning Code for Metropolitan Nashville and Davidson County (Zoning Code).

Variance Analysis

Variance Request - Minimum Lot Frontage

Section 4-2.5.a.1.d. requires the minimum lot frontage along existing public streets to be equal to or greater than 70 percent of the average size of surrounding parcels or equal to or greater than the smallest, whichever is greater. In this case, the minimum required lot frontage is approximately 305 feet. The proposed lot frontages range from 153 to 236 feet. When considering the lot frontages of parcels in the broader area, several parcels along Tinnin Road are irregular and the frontages range



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between 153 and 805 feet. When including these frontages, the frontages of Lots 1 through 4 are more consistent with the lots on the west side of Tinnin Road, which range from 162 feet to 350 feet. The frontages on the east side of Tinnin Road have more of an irregular pattern due to the stream that borders the east side of the property lines. Variances to the lot frontages would increase the number of curb cuts, but because of the shared access points they have been consolidated. Staff finds that a variance for minimum lot frontage would not conflict with the intent of the Rural Subdivision Regulations and meets all the requirements for the Commission to grant a variance.

PLANNING STAFF COMMENTS

With the exception of the minimum lot size and lot frontage requirements, the proposed lots meet the standards of the Metro Subdivision Regulations and Metro Zoning Code.

POLICY CONSIDERATIONS

A recent appeals court decision (Hudson et al v. Metro) upheld a lower court decision which outlined that the Planning Commission has the authority to determine whether a subdivision complies with the adopted General Plan (NashvilleNext). Per the Court, the Planning Commission may not evaluate each subdivision to determine whether it is harmonious generally but may consider policy. Policy information is provided below for consideration.

NashvilleNext includes a Community Character Manual (CCM) which established character areas for each property within Metro Nashville. The community character policy applied to this property is T2 RM (Rural Maintenance). The goal of the T2 RM Policy is to maintain the general character of rural neighborhoods as characterized by their development pattern, varying setbacks, building form, and land uses. Appropriate land uses in the T2 RM policy include maintenance of the land in its natural state, small scale agricultural and related accessory and support uses, residential, institutional, and rural subdivisions. Staff finds that the Rural Subdivision regulations meet the intent of the T2 RM policy to provide rural residential lots as a way of maintaining the general character of rural neighborhoods.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

NASHVILLE DOT RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic conditions to be set at the time of final site plan or building permit approval for individual lots.



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WATER SERVICES RECOMMENDATION

Not applicable

- White House Utility District

WHITE HOUSE UTILITY DISTRICT RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions, including variances to Section 4-2.5 of the Metro Subdivision Regulations.

RECOMMENDED ACTION

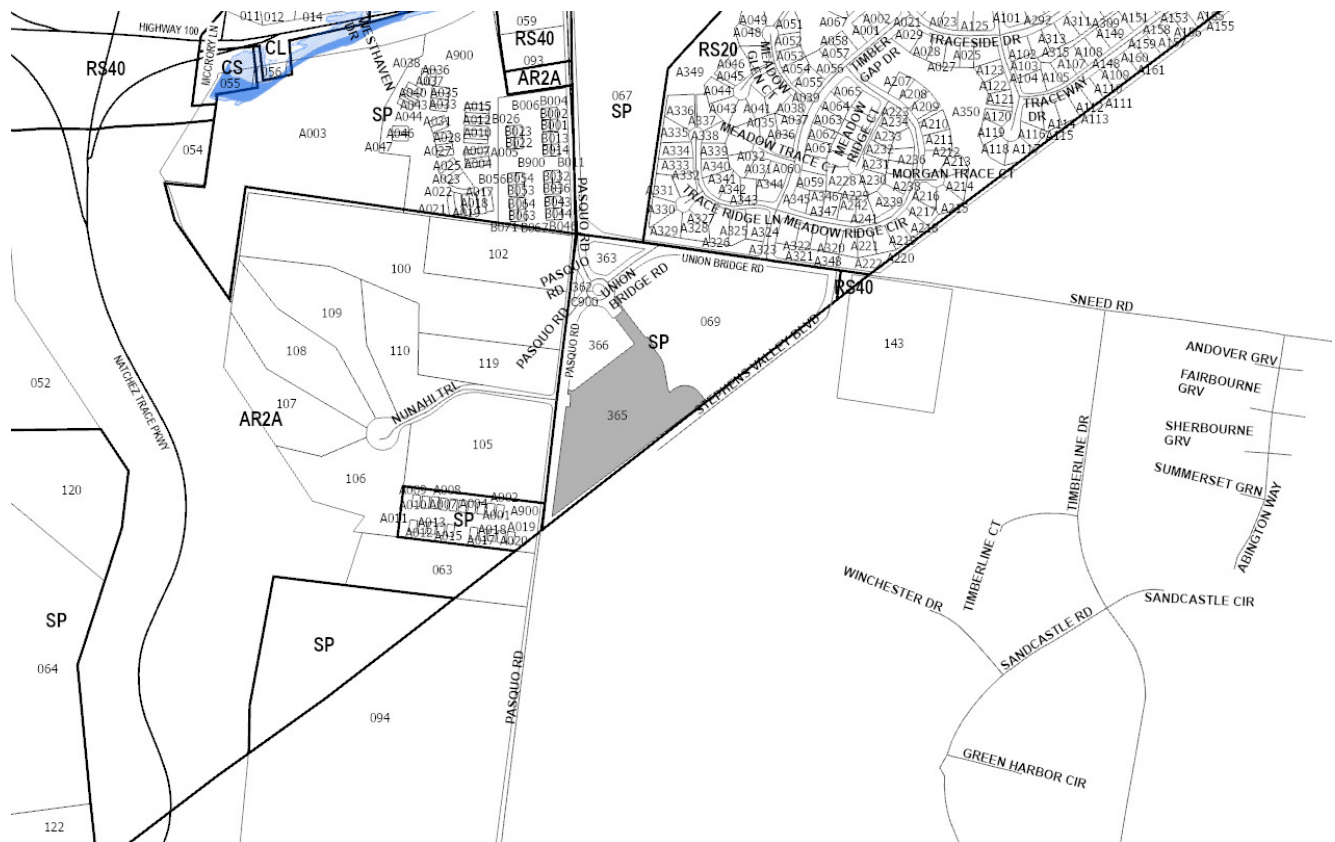
Motion to approve proposed subdivision Case No. 2025S-176-001 with conditions, including variances to Section 4-2.5 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

CONDITIONS

1. On corrected copy, remove the “supersession notes” box, if a supersession note is required, if the property as previously been platted, then it shall be added to the plat as a note. On the corrected copy remove the “other notes” box.
2. On the corrected copy, update the area of dedication to meet the minimum 31 foot half right-of-way of the MCSP classification.
3. The mylar shall be signed by the Metro Health Department and White House Utility District prior to signature and recording by Metro Planning.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. If the final plat will be recorded without first constructing the required public infrastructure improvements (roads, water, and sewer line extensions), then the applicant shall request a bond for those improvements. Submit a completed bond application with a check in the amount of \$750 made payable to the "Metropolitan Government" at least three weeks prior to when the plat will be recorded with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the Metro agencies. Contact the Bond Desk at 615-862-7202 or bond.desk@nashville.gov.
6. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission’s approval.



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2025S-183-001

STEPHENS VALLEY PHASE 1

Map 169, Parcel(s) 365

06, Bellevue

35 (Jason Spain)



Metro Planning Commission Meeting of 11/13/2025

Item #23**Project Name****Council District****School District****Requested by****Final Plat 2025S-183-001****Stephens Valley Phase 1**

35 – Spain

09 – Tylor

Wilson & Associates, P.C., applicant; Rochford Realty and Construction Company, Inc., owner.

Staff Reviewer

Schenk

Staff Recommendation*Defer to the December 11, 2025, Planning Commission meeting.*

APPLICANT REQUEST**Request for final plat approval to create 66 lots.**Final Plat

A request for final plat approval to create 66 lots, on property located at Pasquo Road (unnumbered), at the intersection of Nunahi Trail and Pasquo Road, zoned Specific Plan (SP) (7.19 acres),

STAFF RECOMMENDATION

Staff recommends deferral to the December 11, 2025, Planning Commission meeting.



Metro Planning Commission Meeting of 11/13/2025



2025Z-075PR-001

Map 075, Parcel(s) 014

14, Donelson-Hermitage-Old Hickory

11 (Jeff Eslick)



Metro Planning Commission Meeting of 11/13/2025

Item #24

Council District

School District

Requested by

Zone Change 2025Z-075PR-001

11 – Eslick

04 – Nabaa-McKinney

Dewey Engineering, applicant; Landon Mauck, owner.

Staff Reviewer

Garland

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from R10 to CS.

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Commercial Service (CS) zoning for property located at 4206 Hermitage Road, approximately 455 feet north of Lebanon Pike (0.73 acres).

Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.36 dwelling units per acre including 25 percent duplex lots. *Based on acreage alone, R10 would permit a maximum of three duplex lots for a total of six units. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots. Metro Codes provides final determinations on duplex eligibility.*

Proposed Zoning

Commercial Service (CS) is intended for retail, consumer service, financial, restaurant, office, self-service storage, light manufacturing, and small warehouse uses.

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

T3 Suburban Community Center (T3 CC) is intended to enhance and create suburban community centers that serve suburban communities generally within a 10-to-20-minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.



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ANALYSIS

The rezoning application is for one parcel approximately 0.73-acres located along the west side of Hermitage Road, north of Lebanon Pike. This property has been zoned One and Two-Family Residential (R10) since 1974 and is currently vacant. The property is adjacent to parcels zoned Commercial Service (CS), Commercial Limited (CL), R10, and Office Residential (OR20). The surrounding land uses are office/medical, industrial, commercial, vacant, and residential. The subject site is bordered by a railroad line at the rear of the site, along the western property line.

At the October 23, 2025, Planning Commission hearing the policy on the subject site was changed from Suburban Neighborhood Evolving (T3 NE) policy to Suburban Community Center (T3 CC) policy. The proposed CS zoning district would permit low intensity retail, office, and consumer services, which meets the goals of the Suburban Community Center (T3 CC) policy. The T3 CC policy intent is to create and enhance suburban community centers encouraging their development or redevelopment as intense mixed-use areas that are compatible with the general character of the suburban neighborhoods. The proposed CS district at the subject site is consistent with the T3 CC policy goals and fits in with the surrounding context of other CS zoned and developed properties.

This site also contains a limited area of Conservation (CO) policy. The CO policy on the site identifies a stream along the northern and eastern property boundaries. Metro Stormwater regulations would require buffers and development located outside of the buffer areas. The areas of CO policy are largely located outside of the buildable area on the property and do not substantially impact the buildable area on the property. Given the consistency with T3 CC and CO policies on the property, staff recommends approval.

FIRE RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: **R10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.73	5.72 F	6 U	78	7	3

Maximum Uses in Existing Zoning District: **CS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.73	0.60 F	19,079 SF	720	18	73

Traffic changes between maximum: **R10 and CS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+642	+11	+70



Metro Planning Commission Meeting of 11/13/2025

METRO SCHOOL BOARD REPORT

Projected student generation existing R10 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed CS district: 0 Elementary 0 Middle 0 High

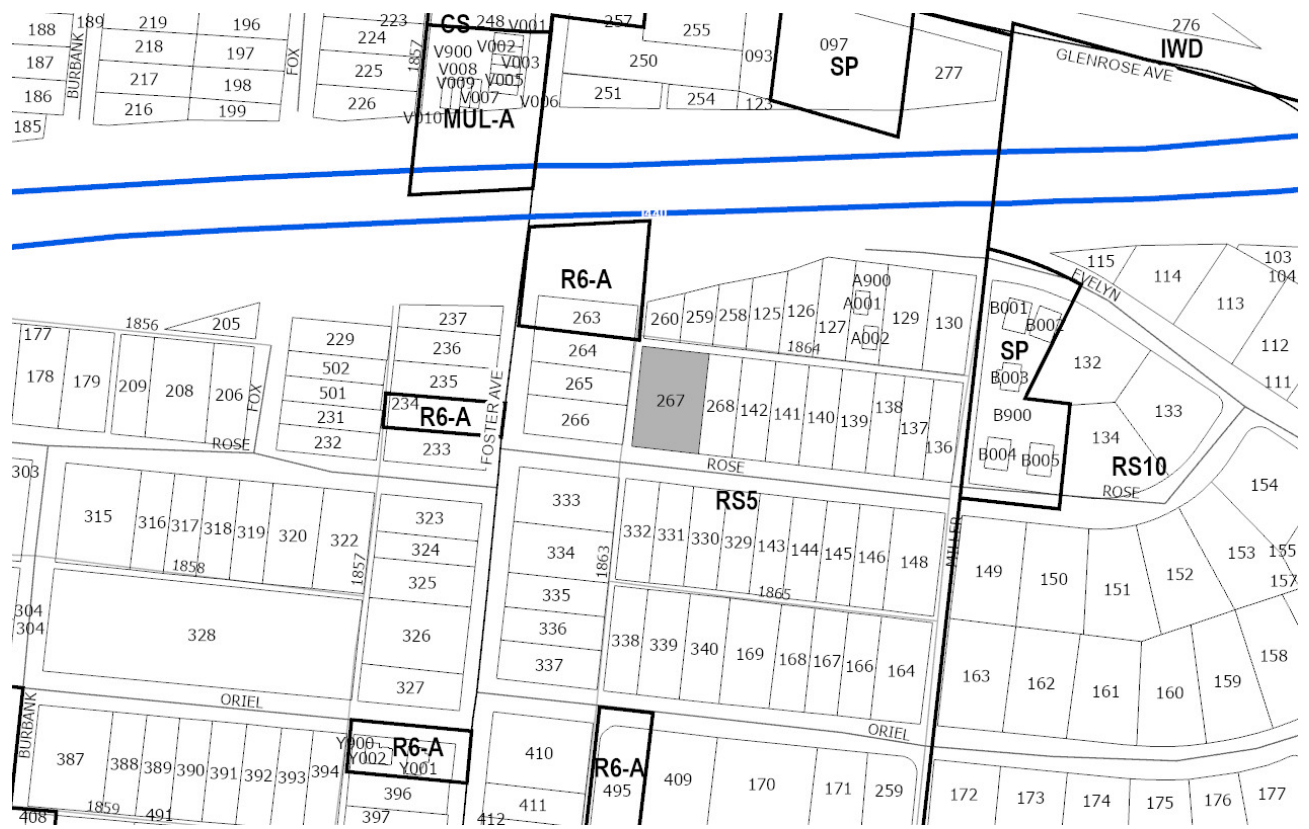
The proposed CS zoning district is not anticipated to generate any additional students than the existing R10 zoning district. Students would attend Andrew Jackson Elementary School, DuPont Hadley Middle School, and McGavock High School. Andrew Jackson Elementary School has been identified as being overcapacity, DuPont Hadley Middle School has been identified as being under capacity, and McGavock High School has been identified as being at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



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2025Z-082PR-001

Map 119-01, Parcel(s) 267

11, South Nashville

16 (Ginny Welsch)



Metro Planning Commission Meeting of 11/13/2025

Item #25

Council District

School District

Requested by

Zone Change 2025Z-082PR-001

16 – Welsch

07 – Player

Ulyana Pereverzeva, applicant and owner.

Staff Reviewer

Chen

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family-Alternative Residential (R6-A) zoning for property located at 114 Rose Street, approximately 160 feet east of Foster Avenue (0.34 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 8.71 dwelling units per acre. *Based on acreage alone, RS5 would permit a maximum of two lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

Proposed Zoning

One and Two-Family-Alternative Residential (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.26 dwelling units per acre, including 25 percent duplex lots, and is designed to create walkable neighborhoods through appropriate building placement and bulk standards. *Based on acreage alone, R6-A would permit a maximum of two duplex lots for a total of four units. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots. Metro Codes provides final determinations on duplex eligibility.*

SOUTH NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Maintenance (T4 NM) is intended to maintain the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity.

ANALYSIS

The application consists of one parcel totaling approximately 0.34 acres, located at 114 Rose Street, approximately 160 feet east of Foster Avenue. The property has been zoned Single-Family Residential (RS5) since 2004; prior to that, it was zoned One and Two-Family Residential (R6). The site is developed with a single-family dwelling and is located within the Urban Zoning Overlay (UZO).



Metro Planning Commission Meeting of 11/13/2025

The request is to rezone from RS5 to R6-A. The surrounding land uses include single-family residential and two-family residential. There are two-family residential dwellings immediately west of the subject site. Nearby zoning includes R6-A and RS5 parcels within the vicinity. The site has frontage along Rose Street, classified as a local street, and there are two existing alleys (#s 1863 and 1864) adjacent to the subject site. There is an existing arterial-boulevard (Foster Avenue) approximately 225 feet to the west, and an existing collector-avenue (Glenrose Avenue) about 1,000 feet to the north, per the Major and Collector Street Plan (MCSP).

The property lies within the T4 Urban Neighborhood Maintenance (T4 NM) policy area. The policy describes T4 NM as intended to maintain, conserve, and reinforce urban residential neighborhoods by allowing context-sensitive infill development while preserving established character. These areas are typically served by high levels of connectivity with complete street networks, sidewalks, and transit access. New development should reinforce the existing pattern through compatible building types, shallow front setbacks, and orientation to the street.

The proposed R6-A zoning aligns with the T4 NM policy by allowing a transition from single-family dwellings to one and two-family residential at a scale that is already present in the immediate vicinity. The change represents a modest increase in density that is consistent with the surrounding zoning and development pattern. The Alternative (-A) standards will further ensure that any new construction maintains an urban design character consistent with the T4 NM vision through requirements for building orientation, raised foundations, and appropriate garage placement. The site's frontage on Rose Street and adjacent to an alley network provide alternative access options supporting the policy's objective of enhanced connectivity and pedestrian orientation. Additionally, the UZO overlay, in combination with the -A standards, will promote a pedestrian-oriented building pattern with shallow setbacks that encourage walkability and active streetscapes.

Given the existing development pattern in the area, the proposed R6-A zoning is consistent with the general character of the surrounding suburban residential neighborhood and has potential for housing diversity, aligning with the goals of T4 NM policy at this location.

FIRE RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: **RS5**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.34	8.71 F	2 U	28	7	2



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Maximum Uses in Proposed Zoning District: **R6-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	0.34	10.2 F	4 U	54	8	5

*Based on two-family lots

Traffic changes between maximum: **RS5 and R6-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+26	+1	+3

METRO SCHOOL BOARD REPORT

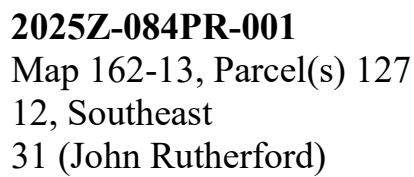
Projected student generation existing RS5 districts: 0 Elementary 0 Middle 0 High

Projected student generation proposed R6-A district: 0 Elementary 0 Middle 0 High

The proposed R6-A zoning is not expected to generate any additional students than the existing RS5 zoning. Students would attend John B. Whitsitt Elementary School, Cameron College Preparatory, and Glencliff High School. John B. Whitsitt Elementary School is identified as overcapacity. Cameron College Preparatory is identified as under capacity and Glencliff High School is identified as at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.





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Item #26**Council District****School District****Requested by****Zone Change 2025Z-084PR-001**

31 – Rutherford

02 – Rachel Anne Elrod

Omeed Noorbakhsh, applicant; Nassim Noorbakhsh, owner.

Staff Reviewer

Chen

Staff Recommendation*Defer to the December 11, 2025, Planning Commission meeting.*

APPLICANT REQUEST**Zone change from RS10 to R10.**Zone Change

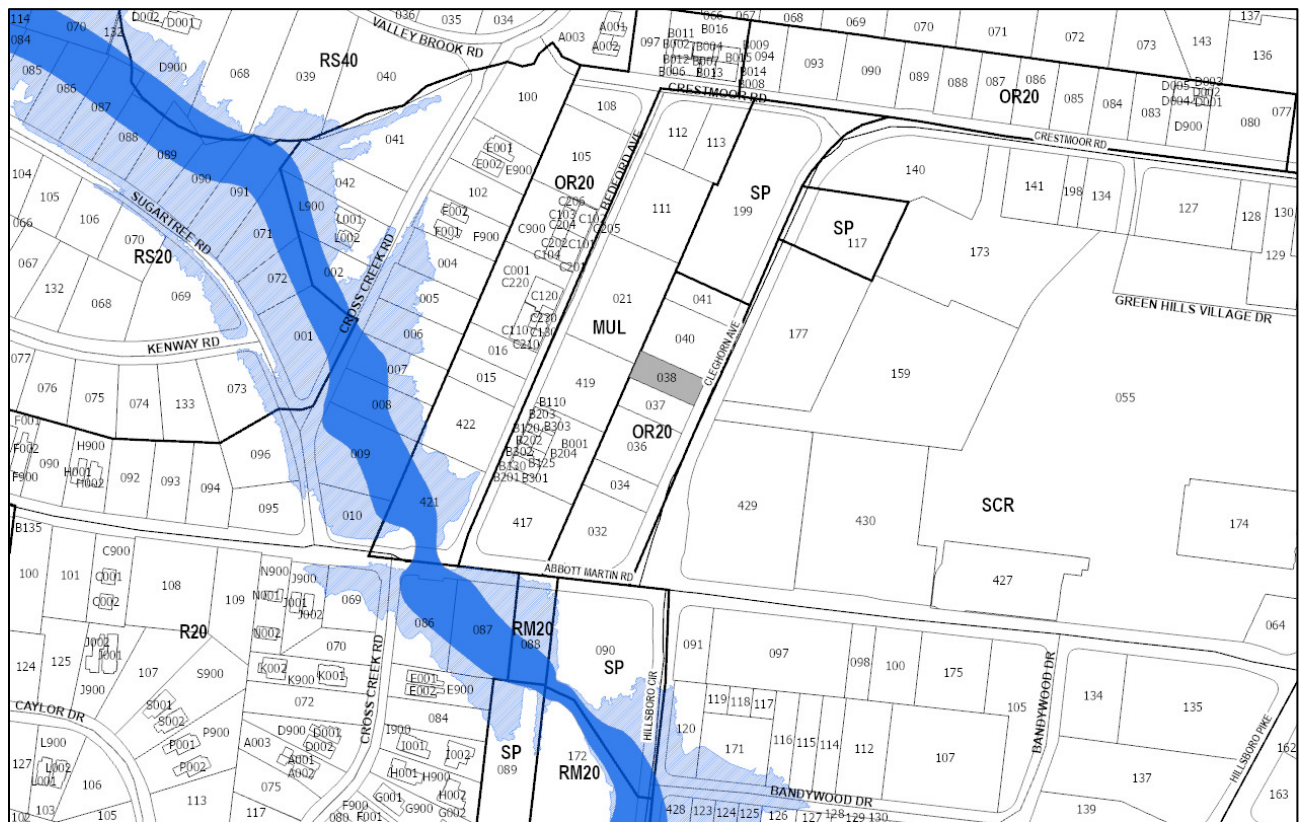
A request to rezone from Single-Family Residential (RS10) to One and Two-Family Residential (R10) zoning for property located at 412 Cedar Drive, approximately 321 feet southwest of Cedarmon Circle (0.34 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the December 11, 2025, Planning Commission meeting.



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2025Z-085PR-001

Map 117-14, Parcel(s) 038

10, Green Hills - Midtown

34 (Sandy Ewing)



Metro Planning Commission Meeting of 11/13/2025

Item #27**Council District****School District****Requested by****Zone Change 2025Z-085PR-001**

34 – Ewing

08 – O'Hara Block

Josh the Planner LLC, applicant; EPICE GH RE, LLC, owner.

Staff Reviewer

Commey

Staff Recommendation*Approve.*

APPLICANT REQUEST**Zone change from OR20 to MUL-A-NS.****Zone Change**

A request to rezone from Office Residential (OR20) to Mixed Use Limited-Alternative-No Short-Term Rental (MUL-A-NS) zoning for property located at 3827 Cleghorn Avenue, located approximately 490 feet north of Abbott Martin Road (0.33 acres).

Existing Zoning

Office Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *OR20 would permit a maximum of seven multi-family residential units in addition to office uses.*

Proposed Zoning

Mixed Use Limited-Alternative No Short-Term Rental (MUL-A-NS) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses, and is designed to create walkable neighborhoods through appropriate building placement and bulk standards. The -NS designation prohibits Short-Term Rental Property–Owner Occupied and Short-Term Rental Property–Not Owner Occupied uses from the district.

GREEN HILLS - MIDTOWN COMMUNITY PLAN

T5 Regional Center (T5 RG) is intended to enhance and create regional centers, encouraging their redevelopment as intense mixed-use areas that serve multiple communities as well as the County and the surrounding region with supporting land uses that create opportunities to live, work, and play. T5 RG areas are pedestrian friendly areas, generally located at the intersection of two arterial streets, and contain commercial, mixed use, residential, and institutional land uses.

ANALYSIS

The subject property consists of one parcel totaling 0.33 acres located at 3827 Cleghorn Avenue, approximately 490 feet north of Abbott Martin Road. This property has been zoned Office Residential (OR20) since 1998. The site has been developed with a medical office use. The subject property has frontage along Cleghorn Avenue, which is classified as a Collector Avenue in the Major and Collector Street Plan (MCSP). The properties along the east side of Cleghorn Avenue, east of the subject site, are primarily zoned Shopping Center Regional (SCR) and have been developed with commercial uses and structured parking associated with the nearby Green Hills Mall. Other properties nearby are zoned Mixed Use Limited (MUL), Multifamily Residential



Metro Planning Commission Meeting of 11/13/2025

(RM20), Office/Residential (OR20), and Specific Plan (SP) and have been developed with medical, hotel, residential, commercial and office uses.

The property is located within the T5 Regional Center (T5 RG) policy area, which is intended to enhance and create regional centers, encouraging their redevelopment as intense mixed-use areas that serve multiple communities as well as the county and the surrounding region with supporting land uses that create opportunities to live, work, and play. These areas are intended to accommodate a diverse mix of uses, including residential, commercial, office, and civic spaces, in a form that promotes walkability, transit access, and urban vibrancy. While MUL-A-NS is not explicitly listed as a recommended zoning district in the T5 RG policy, it is consistent with the intent of the policy to develop mixed-use areas. The proposed MUL-A-NS zoning district supports a blend of residential and commercial uses, consistent with the T5 RG policy goal of creating vibrant, mixed-use environments.

The subject property is located near Green Hills Mall, a major commercial anchor within the T5 RG area. The surrounding context includes a mix of retail, office, and residential uses. The proposed rezoning would allow for a redevelopment that includes a mix of uses consistent with the surrounding context as well as the goals of the T5 RG policy.

The site is within half a mile of several WeGo transit stops, including those along Cleghorn Avenue, Abbott Martin Road, and Crestmoor Road, and is near the Hillsboro Transit Center. The site is also served by sidewalks and bikeways along Cleghorn Avenue, supporting the multimodal transportation goals of the T5 RG policy. The proposed MUL-A-NS zoning would permit a wide range of residential and non-residential uses along Cleghorn Avenue. Increasing the intensity and mix of uses at this location supports the T5 RG policy goals and is appropriate given the access to transit and infrastructure.

The Alternative (-A) component of the requested zoning district requires an urban form with the buildings located near the street and parking provided to the side or rear of the building. The -NS designation restricts short term rental properties from the development. Staff finds that the proposed MUL-A-NS zoning district is consistent with the T5 RG land use policy and the proposed zoning district permits development at an intensity that is appropriate at this location and meets the policy goals of encouraging mixed-uses, transit and walkable communities.

FIRE RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (221)	0.16	20 D	7 U	36	3	3



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Maximum Uses in Existing Zoning District: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.16	0.8 F	7,184	82	34	9

Maximum Uses in Proposed Zoning District: **MUL-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential 3-10 (221)	0.16	1.0 F	7 U	36	3	3

Maximum Uses in Proposed Zoning District: **MUL-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.08	1.0 F	3,484 SF	132	3	13

Maximum Uses in Proposed Zoning District: **MUL-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.08	1.0 F	3,484 SF	391	35	34

Traffic changes between maximum: **OR20 and MUL-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+441	+4	+38

METRO SCHOOL BOARD REPORT

The proposed MUL-A-NS zoning district includes a mix of uses which could vary and an assumption of school impact at this point is premature. Students would attend Julia Green Elementary, John Trotwood Moore Middle School, and Hillsboro High School. Julia Green Elementary identified as exceedingly overcapacity. John Trotwood Moore Middle School, and Hillsboro High School are identified as under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 11/13/2025



2025Z-091PR-001
Map 119-05, Parcel(s) 190
11, South Nashville
16 (Ginny Welsch)



Metro Planning Commission Meeting of 11/13/2025

Item #28

Council District

School District

Requested by

Zone Change 2025Z-091PR-001

16 – Welsch

07 – Player

Mohammed M. Naser, applicant and owner.

Staff Reviewer

Chen

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from CS to R6-A.

Zone Change

A request to rezone from Commercial Service (CS) to One and Two-Family Residential-Alternative (R6-A) for property at 322 Lutie Street, approximately 235 feet east of Nolensville Pike (0.2 acres).

Existing Zoning

Commercial Service (CS) is intended for retail, consumer service, financial, restaurant, office, self-service storage, light manufacturing, and small warehouse uses.

Proposed Zoning

One and Two-Family Residential-Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.26 dwelling units per acre, including 25 percent duplex lots, and is designed to create walkable neighborhoods through appropriate building placement and bulk standards. *Based on acreage alone, R6-A would permit a maximum of one duplex lot for a total of two units. This does not account for compliance with the Metro Subdivision Regulations. Metro Codes provides final determinations on duplex eligibility.*

SOUTH NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

ANALYSIS

The application consists of one parcel totaling 0.2 acres, located at 322 Lutie Street, approximately 235 feet east of Nolensville Pike. The property has been zoned CS since 1976 and is also located within the Urban Zoning Overlay (UZO). The site is currently vacant with an improved alley, Alley # 1872, along the rear of the parcel. Surrounding land uses are predominantly single-family and two-family residential to the north and east, zoned Single-Family Residential (RS5) and R6-A,



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while commercial uses zoned CS are located to the west and south along Nolensville Pike. Lutie Street is classified as a local street.

The property is located within the T4 Urban Neighborhood Evolving (T4 NE) policy area of the South Nashville Community Plan. The T4 NE policy supports the creation and enhancement of urban residential neighborhoods that offer more housing choices and improved connectivity within a moderate- to high-density urban form. The policy encourages redevelopment and infill that transitions appropriately from corridors such as Nolensville Pike to interior neighborhood streets, while maintaining the block structure and street network characteristic of urban neighborhoods. Small-scale residential redevelopment such as duplex construction could be a key component of this policy's intent to expand housing diversity and walkability near urban corridors.

The proposed R6-A district is supported by the T4 NE policy by allowing residential redevelopment at a scale compatible with existing neighborhood context. Rezoning to R6-A will facilitate neighborhood-scale residential infill that transitions appropriately from commercial uses along Nolensville Pike to residential uses along Lutie Street. The -A standards will further ensure that future development utilizes the rear alley for vehicular access, enhancing the pedestrian environment along the street and aligning with T4 NE goals for walkable urban neighborhoods.

Given the existing development pattern in the area, the proposed R6-A district introduces moderate-density residential uses at an appropriate scale and is consistent with the character of the surrounding urban residential context. The rezoning aligns with the land use and design goals of the T4 NE policy by supporting redevelopment that reinforces neighborhood connectivity and provides additional housing opportunities within walking distance of an established urban corridor. Additionally, the current CS zoning is not consistent with the goals of the policy. Therefore, staff recommends approval.

FIRE RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.2	0.60 F	5,227 SF	197	5	20

Maximum Uses in Proposed Zoning District: R6-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	0.2	12.2 F	2 U	28	7	2

*Based on two-family lots

Traffic changes between maximum: CS and R6-A



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Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-169	+2	-18

METRO SCHOOL BOARD REPORT

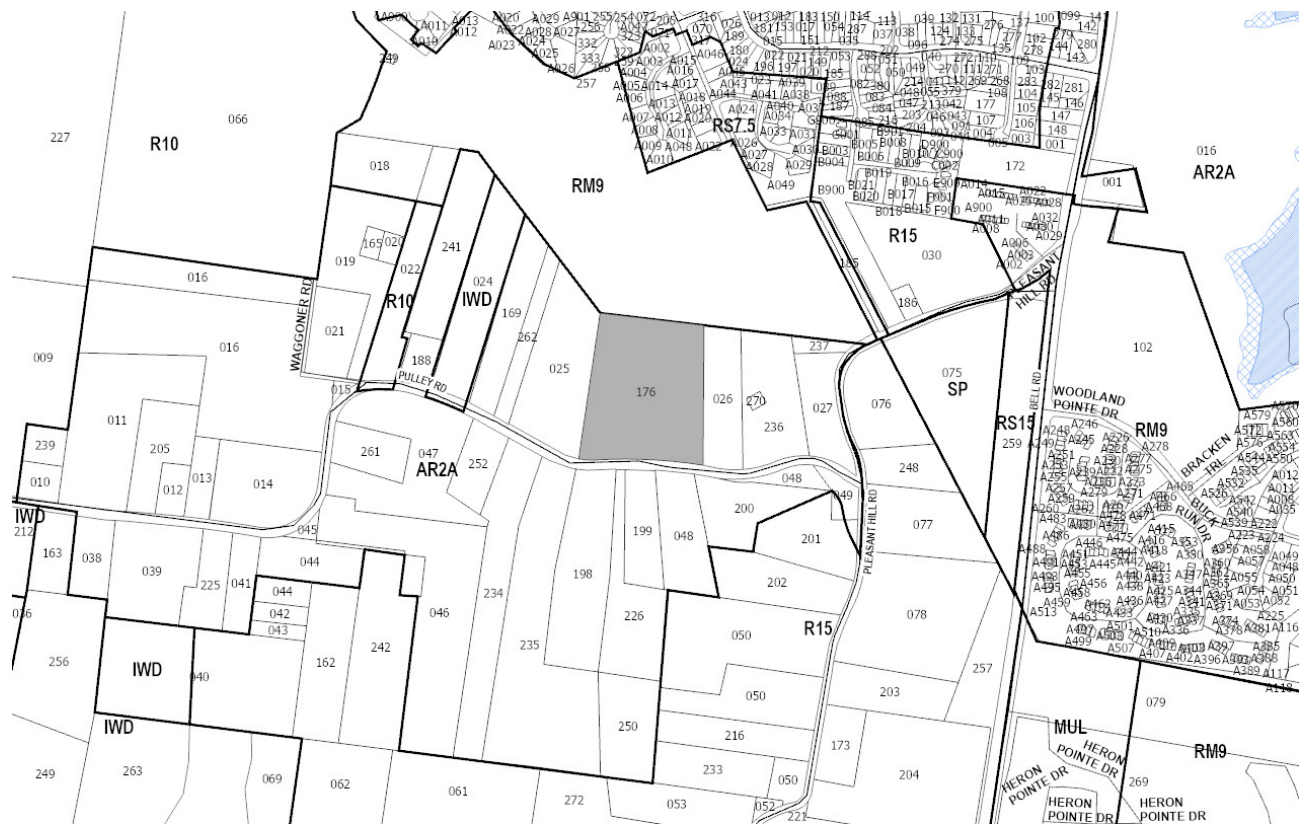
The proposed R6-A zoning is not expected to generate any additional students than the existing CS zoning. Students would attend John B. Whitsitt Elementary School, Cameron College Preparatory Middle School, and Glencliff High School. John B. Whitsitt School is identified as overcapacity. Cameron College Preparatory Middle School is identified as under capacity and Glencliff High School is identified as at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



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2025Z-093PR-001

Map 121, Parcel(s) 176

14, Donelson-Hermitage-Old Hickory

13 (Russ Bradford)



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Item #29

Council District

School District

Requested by

Zone Change 2025Z-093PR-001

13 – Bradford

06 – Mayes

Williams Engineering, Inc., applicant; FED Development, LLC, owner.

Staff Reviewer

Chen

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from AR2a to R20.

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to One and Two-Family Residential (R20) zoning for property located at Pulley Road (unnumbered), approximately 790 feet west of Pleasant Hill Road (10.04 acres).

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of five lots with one duplex lot for a total of six units. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots. Metro Codes provides final determinations on duplex eligibility.*

Proposed Zoning

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.18 dwelling units per acre including 25 percent duplex lots. *Based on acreage alone, R20 would permit a maximum of 21 lots with five duplex lots for a total of 26 units. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots. Metro Codes provides final determinations on duplex eligibility.*

DONELSON HERMITAGE OLD HICKORY COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in



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environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

ANALYSIS

The subject property consists of one vacant parcel totaling approximately 10.04 acres located along Pulley Road, approximately 790 feet west of Pleasant Hill Road. The site is heavily wooded with significant tree canopy coverage. It has approximately 630 feet of frontage along Pulley Road, which is classified as a local street. The site is located near the intersection with Pleasant Hill Road, a collector street in the Major and Collector Street Plan (MCSP). Surrounding properties are zoned AR2a (Agricultural/Residential), R10 (One and Two-Family), RM9 (Multi-Family) within a Planned Unit Development Overlay (PUD), IWD (Industrial), and Specific Plan (SP), and surrounding land uses are primarily single-family residential. There is a large area of R15-zoned properties to the east, along Pleasant Hill Road.

The property lies within the T3 Suburban Neighborhood Evolving (T3 NE) policy area, which supports opportunities for suburban development that enhances existing neighborhoods through infill and housing variety. Although the neighboring properties are zoned AR2a, the subject site is larger than most parcels along this stretch of Pulley Road where some increase in intensity may be appropriate. Staff also considered the predominant zoning in place along Pleasant Hill Road, where R15 zoning is applied in close proximity to this site. Applying R20 at this site would allow for single- and two-family residential development but would be a step down in intensity from the R15 zoning to the east, which is appropriate given that Pleasant Hill Road is a collector avenue and Pulley Street is a local street. The requested R20 district would serve as an appropriate transition between the AR2a zoning surrounding the site and the zoning pattern to the east.

While the CO policy is not prevalent at this site, there are pockets of potential steep slopes present. Any future subdivision of the property will be required to meet the Metro Subdivision Regulations and applicable subdivision and zoning standards, including requirements for street layout, lot design, and stormwater management.

Overall, the proposed R20 zoning district is consistent with the T3 Suburban Neighborhood Evolving policy and may provide an appropriate transition between the varying residential pattern in the area.

FIRE RECOMMENDATION

Approve



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Maximum Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	10.04	0.5 F	6 U	78	9	7

*Based on two-family lots

Maximum Uses in Proposed Zoning District: R20

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two-Family Residential* (210)	10.04	2.27 F	26 U	301	23	28

*Based on two-family lots

Traffic changes between maximum: AR2a and R20

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+223	+14	+21

METRO SCHOOL BOARD REPORT

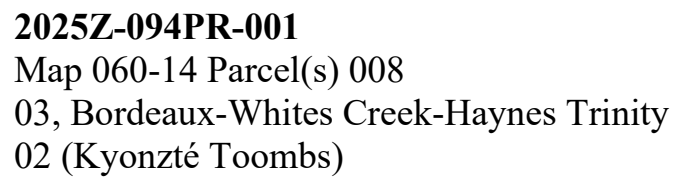
Projected student generation existing AR2a districts: 0 Elementary 0 Middle 0 High

Projected student generation proposed R20 district: 2 Elementary 2 Middle 2 High

The proposed R20 zoning is expected to generate six additional students than the existing AR2a zoning. Students would attend Hickman Elementary School, Donelson Middle School, and McGavock High School. Hickman Elementary School is identified as at capacity. Donelson Middle School is identified as exceedingly under capacity and McGavock High School is identified as at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.





Metro Planning Commission Meeting of 11/13/2025

Item #30

Council District

School District

Requested by

Zone Change 2025Z-094PR-001

02 – Toombs

01 – Taylor

M2 Group, LLC, applicant; Walker Holding Group, LLC, owner.

Staff Reviewer

Schenk

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from R8 to IWD.

Zone Change

A request to rezone from One and Two-Family Residential (R8) to Industrial Warehousing/Distribution (IWD) zoning for property located at Haynie Avenue (unnumbered), approximately 369 feet west of Brick Church Pike (0.17 acres).

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.45 dwelling units per acre including 25 percent duplex lots. *Based on acreage alone, R8 would permit a maximum of one lot with one unit. Metro Codes provides final determinations on duplex eligibility.*

Proposed Zoning

Industrial Warehousing/Distribution (IWD) is intended for a wide range of warehousing, wholesaling, and bulk distribution uses.

BORDEAUX-WHITES CREEK-HAYNES TRINITY PLAN

D Industrial (D IN) is intended to maintain, enhance, and create industrial districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers, and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of D IN are also found.

ANALYSIS

The application consists of a single parcel, approximately 0.17 acres, located at Haynie Avenue (unnumbered), at the corner of two frontages of Haynie Avenue approximately 369 feet west of Brick Church Pike. The parcel has been zoned One and Two-Family Residential (R8) since 1974 and is vacant. The surrounding parcels to the north, east, and west are zoned IWD, while the surrounding parcels to the south are zoned R8. Land uses of the surrounding parcels include industrial and vacant uses, with some parcels utilized for single-family residential uses. The subject parcel has frontage along Haynie Avenue, which is a local street, and an unimproved alley to the south.



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The site is located within the District Industrial policy (D IN), which intends to maintain, enhance, and create industrial districts in appropriate locations. Since most of the surrounding properties are zoned IWD and have developed with industrial uses, a rezoning to IWD for this site would be consistent with the intention of the policy to create an industrial district. The uses permitted under the IWD zoning district, which allows for a range of industrial and non-residential uses, are consistent with the policy.

FIRE RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: **R8**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	0.17	11.32 F	1 U	15	5	1

*Based on two-family lots

Maximum Uses in Proposed Zoning District: **IWD**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.17	0.8 F	5,924 SF	55	1	1

Traffic changes between maximum: **R8 and IWD**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+40	+4	-+0

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed IWD district: 0 Elementary 0 Middle 0 High

The proposed IWD zoning is expected to generate no change in students than the existing R8 zoning district. Students would attend Alex Green Elementary School, Dinkins Middle School, and Whites Creek High School. Alex Green Elementary is identified as exceedingly overcapacity, Dinkins Middle School is identified as exceedingly undercapacity, and Whites Creek High School is identified as undercapacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

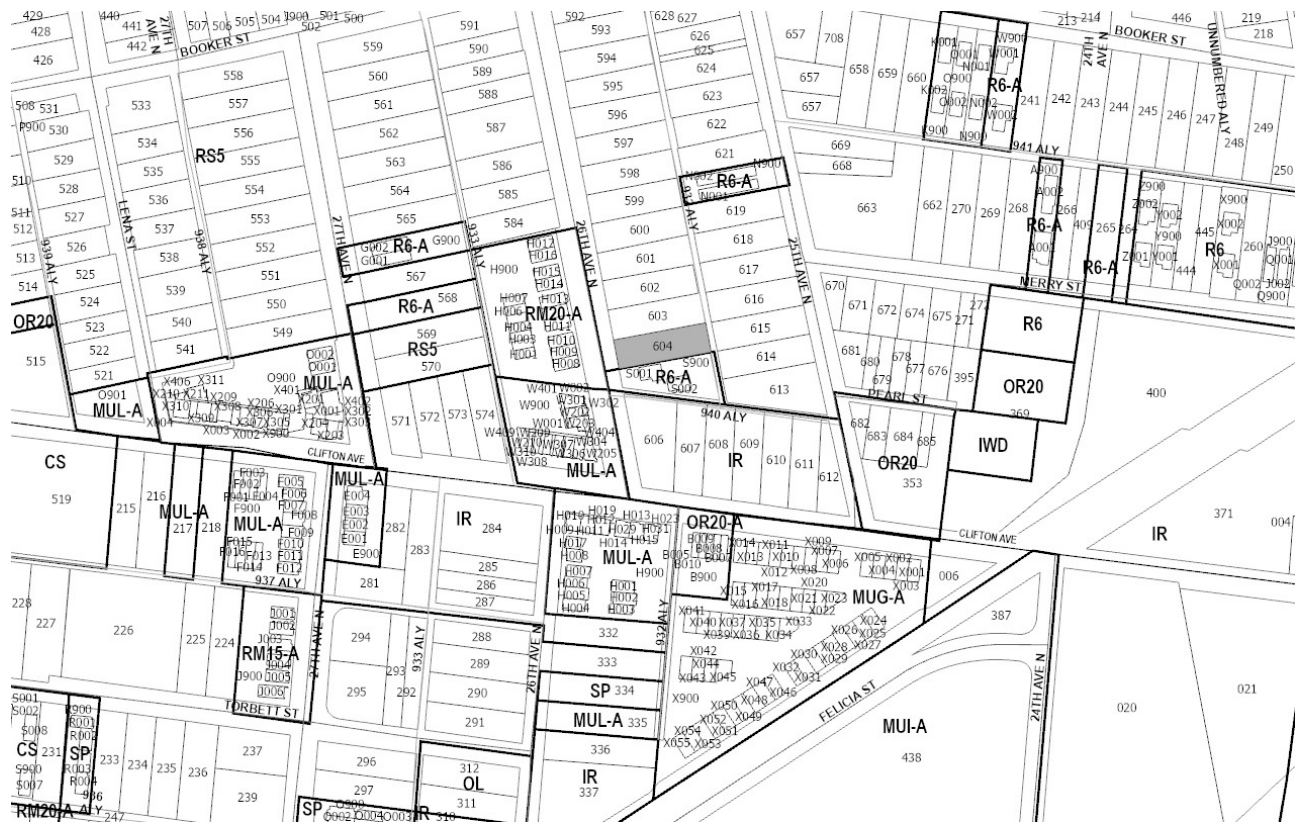
Staff recommends approval.



SEE NEXT PAGE



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2025Z-095PR-001

Map 092-06, Parcel(s) 604

08, North Nashville

21 (Brandon Taylor)



Metro Planning Commission Meeting of 11/13/2025

Item #31

Council District

School District

Requested by

Zone Change 2025Z-095PR-001

21 – Taylor

05 – Fayne

DJ Wootson, applicant; Randell James Cherry Jr., owner.

Staff Reviewer

Dhital

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential Alternative (R6-A) for property located at 708 26th Avenue North, approximately 205 feet north of Clifton Avenue (0.18 acres), and located within the Detached Accessory Dwelling Unit Overlay District.

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 8.71 dwelling units per acre. *Based on acreage alone, RS5 would permit a maximum of one single-family lot. This does not account for compliance with the Metro Subdivision Regulations.*

Detached Accessory Dwelling Unit (DADU) Overlay permits a detached, self-sufficient dwelling unit accessory to a principal structure. The overlay permits DADUs subject to existing standards for detached accessory dwelling units in Section 17.16.030.G of the Zoning Code, which includes requirements for, but not limited to, ownership, lot area, setbacks, bulk and massing, design, and access.

Proposed Zoning

One and Two-Family Residential (R6-Alternative) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.26 dwelling units per acre, including 25 percent duplex lots, and is designed to create walkable neighborhoods through appropriate building placement and bulk standards. *Based on acreage alone, R6-A would permit a maximum of one duplex lot for a total of two units. This does not account for compliance with the Metro Subdivision Regulations. Metro Codes provides final determinations on duplex eligibility.*

NORTH NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Maintenance (T4 NM) is intended to maintain the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity.



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ANALYSIS

The subject property consists of one parcel totaling 0.18 acres located at 708 26th Avenue North, approximately 205 feet north of Clifton Avenue. This property has been zoned Single-Family Residential (RS5) since 2006. The property was previously zoned One and Two-Family Residential (R6). The property is located within the Urban Zoning Overlay (UZO). The site is vacant with an improved alley, Alley #932, along the rear of the parcel. The surrounding land uses are mix of single-family, one-and two-family, and multi-family residential zoned RS5, R6-A and Multi-Family Residential (RM20-A). The property has frontage along 26th Avenue North, which is a local street.

The property is located within the Urban Neighborhood Maintenance (T4 NM) policy area, which is intended to create moderate to high-density residential development patterns, building forms/types, setbacks, and building rhythms along the street. There are existing one- and two-family uses established in this area, which align with the policy to provide moderate levels of density and a variety of housing options. Rezoning to permit two-family residential at this location could provide some variation in housing, as characterized by the policy. To the east of the subject property is Transition (TR) policy and to the south is the Urban Mixed-Use Corridor (T4 CM) policy area. The site's proximity to these higher density policy areas helps support an increase in density on the site to provide a transition between the corridor and the neighborhood. The subject site is located north of Clifton Avenue, which is classified as Collector Avenue in Major and Collector Street Plan (MCSP). The subject site is identified as transition or infill in the Nashville Next Plan. The Nashville Next Plan identifies areas for transitional and infill development situated near corridors, centers, and open spaces. The subject site's proximity to the TR and T4 CM policy areas and Clifton Avenue supports Nashville Next objectives for adding residential opportunities near corridors and transit opportunities, making it suitable for appropriately scaled residential growth that aligns with the community plan. The proposed Alternative (-A) standards would ensure that future development on the site has an urban form, consistent with policy guidance. There is an improved alley to the rear of the site that would be required to be utilized for access to the site to meet the Alternative (-A) standards. Staff recommends approval of the requested rezoning.

FIRE RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: RS5

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.18	8.71 F	1 U	15	5	1



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Maximum Uses in Proposed Zoning District: **R6-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	0.18	12.81 F	2 U	28	7	2

*Based on two-family lots

Traffic changes between maximum: **R5 and R6-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+13	+2	+1

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed R6-A district: 0 Elementary 0 Middle 0 High

The proposed zoning is not expected to generate any additional students than the existing RS5 zoning district. Students would attend Park Avenue Elementary School, Moses McKissack Middle school, and Pearl-Cohn High School. All three schools are identified as exceedingly under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



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2025Z-096PR-001

Map 080-04, Parcel(s) 097

03, Bordeaux – Whites Creek – Haynes Trinity

01 (Joy Kimbrough)



Metro Planning Commission Meeting of 11/13/2025

Item #32

Council District

School District

Requested by

Zone Change 2025Z-096PR-001

01 – Kimbrough

01 – Taylor

Four Lions Land Development, LLC, applicant; Gloria M Hollon, owner.

Staff Reviewer

Commey

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from RS10 to R10.

Zone Change

A request to rezone from Single-Family Residential (RS10) to One and two-Family Residential (R10) zoning for property located at 1704 River Drive, located approximately 280 feet west of River Court (0.98 acres).

Existing Zoning

Single-Family Residential (RS10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings at a density of 4.36 dwelling units per acre. *Based on acreage alone, RS10 would permit a maximum of four single-family lots. This does not account for compliance with the Metro Subdivision Regulations and compliance with these regulations may result in fewer lots.*

Proposed Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.36 dwelling units per acre including 25 percent duplex lots. *Based on acreage alone, R10 would permit a maximum of four lots, including one duplex lot, resulting in a possible total of five units. This does not account for compliance with the Metro Subdivision regulations and compliance with these regulations may result in fewer lots. Metro Codes provides final determinations on duplex eligibility.*

BORDEAUX—WHITES CREEK—HAYNES TRINITY COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) policy is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially underdeveloped “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods need to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.



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ANALYSIS

The subject property consists of one parcel totaling 0.98 acres located at 1704 River Drive, approximately 280 feet west of River Court. This property has been zoned Single Family residential (RS10) since 1998. The property was previously zoned One and Two-Family Residential (R10). The site has been developed with a single story single-family residential use. The subject property has frontage along River Drive, which is a local street. The surrounding parcels are zoned One and Two Family Residential (R10), Single Family Residential (RS10), and Specific Plan (SP).

The property is located within the Suburban Neighborhood Evolving (T3 NE) policy area, which is intended to create and enhance suburban neighborhoods with more housing choices, improved connectivity, and moderate density patterns. Based on acreage alone, the proposed R10 zoning could allow up to four lots, including one duplex lot, resulting in a possible total of five units. An increase in density, such as the one possible from this request, is appropriate given that the site is situated in an evolving policy area. Properties in evolving policy areas, including those in the R10 zoning district, should have good access to either arterial or collector streets. This site meets that criterion, as it is located within a half mile of County Hospital Road and South Hamilton Road, both classified as Arterial Boulevards in the Major and Collector Street Plan (MCSP). Additionally, the property is within a half mile of several WeGo bus stops along County Hospital Road and Hydes Ferry Road, making this an appropriate location for an increase in intensity.

The T3 NE policy encourages higher-density residential uses near transit corridors and centers. It also supports changes in housing type and density that respond to the surrounding context. Between 2022 and 2025, several nearby parcels were rezoned from RS10 to R10, along with some Specific Plan (SP) rezonings, reflecting a broader pattern of evolving land use in the area.

The proposed R10 zoning district will allow for additional density in a way that preserves the suburban character of the neighborhood. It aligns with the goals of the T3 NE policy and NashvilleNext by supporting a moderate-density development pattern and providing a variety of housing choices near transit corridors

FIRE RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: **RS10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.98	4.35 F	4 U	54	8	5



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Maximum Uses in Proposed Zoning District: **R10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	0.98	5.37 F	5 U	66	8	6

*Based on two-family lots

Traffic changes between maximum: **RS10 and R10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+12	+0	+1

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 districts: 0 Elementary 0 Middle 0 High

Projected student generation proposed R10 district: 0 Elementary 0 Middle 0 High

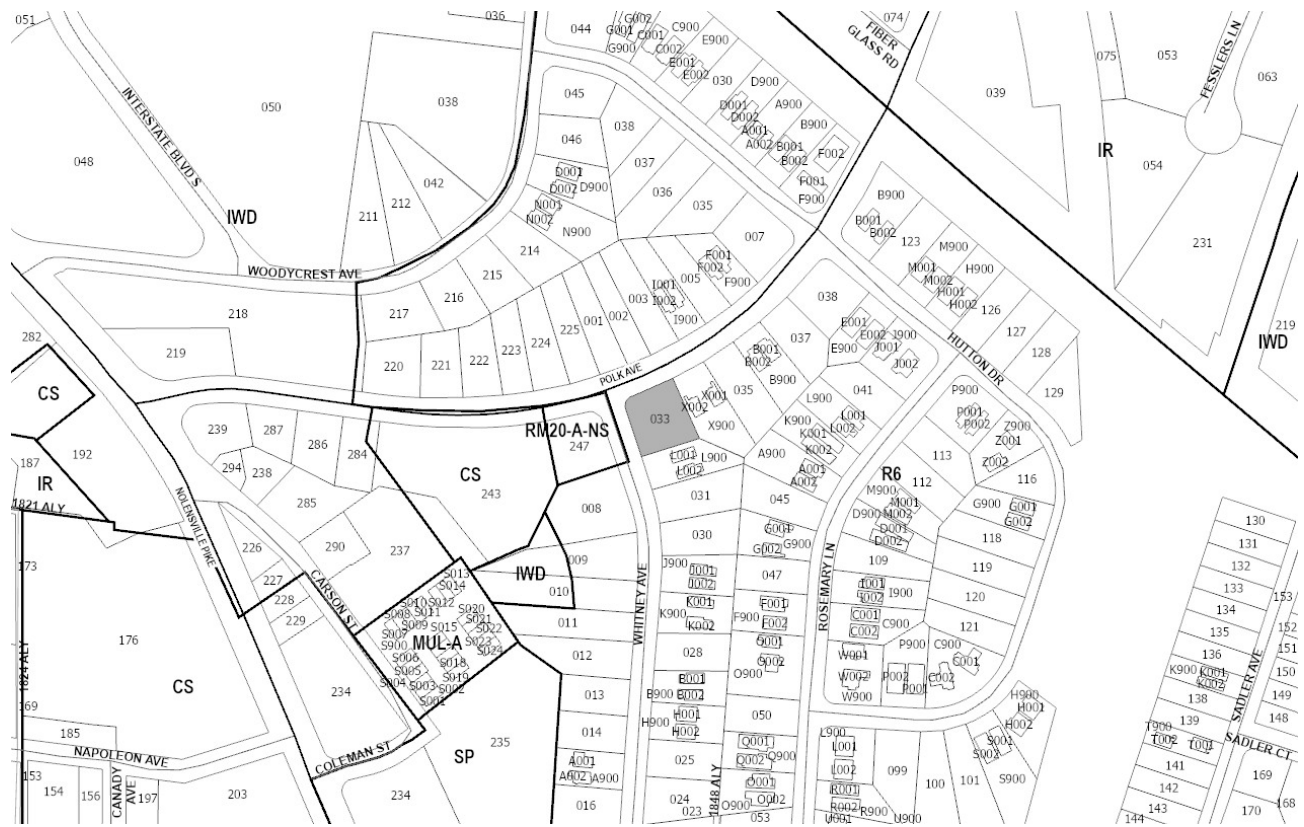
The proposed zoning is not expected to generate any additional students than the existing RS10 zoning district. Students would attend Cumberland Elementary School, Haynes Middle school, and Whites Creek High School. Cumberland Elementary School is identified as at capacity. Haynes Middle School and Whites Creek High school are identified as exceedingly under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



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2025Z-098PR-001

Map 106-13, Parcel(s) 033

11, South Nashville

16 (Ginny Welsch)



Metro Planning Commission Meeting of 11/13/2025

Item #33

Council District

School District

Requested by

Zone Change 2025Z-098PR-001

16 – Welsch

05 – Fayne

Dale & Associates, applicant; Woodycrest Homes LLC, owner.

Staff Reviewer

Garland

Staff Recommendation

Approve.

APPLICANT REQUEST

Zone change from R6 to RM9-A-NS.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Multi-Family Residential (RM9-A-NS) zoning for property located at 308 Polk Avenue, on the corner of Polk Avenue and Whitney Avenue (0.39 acres).

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 could permit a maximum of two duplex lots for a total of four units, based on acreage alone. This does not account for compliance with the Metro Subdivision Regulations. Metro Codes provides final determinations on duplex eligibility*

Proposed Zoning

Multi-Family Residential-Alternative-No Short Term Rental (RM9-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. The -NS designation prohibits Short-Term Rental Property – Owner Occupied and Short-Term Rental Property - Not Owner Occupied uses from the district. *RM9-A-NS would permit a maximum of four units.*

SOUTH NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Maintenance (T4 NM) is intended to maintain the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity.

ANALYSIS

The application consists of one parcel (Map 106-163, Parcel033) totaling 0.39 acres, located at the intersection of Polk Avenue and Whitney Avenue. The property has been zoned One and Two-Family Residential since 1984. Surrounding properties are zoned R6, Commercial Service (CS) and Industrial/Warehousing Distribution (IWD) while surrounding land uses include single-family



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residential, two-family residential, distribution warehouse, and dormitory/boarding house. Polk Avenue is identified as an arterial boulevard in the Major and Collector Street Plan (MCSP). Whitney Avenue is a local street.

The proposed RM9-A-NS zoning district on the subject site could permit a maximum of four multi-family residential units. When considering higher intensity uses within T4 NM areas, the policy is supportive of locations that can provide transitions from higher intensity policy areas, are proximate to centers and corridors, and are along arterial boulevard and collector avenues with the ability to support existing transit use. The property meets several of the characteristics for higher intensity residential placement. It is approximately a quarter mile east of a WeGo bus stop, is located at the corner of Polk Avenue (arterial boulevard) and Whitney Avenue and is proximate to Nolensville Pike. In addition, the property is located approximately 200 feet from a policy seam, at the transition from a higher intensity policy (T4 Urban Mixed Use Neighborhood), with the property immediately to the west on the policy seam having been rezoned to RM20-A-NS in September 2025.

The properties to the west of the subject site contain non-residential uses, and a multi-family use at this corner location would provide an appropriate transition between the higher intensity uses along the southern side of Polk Avenue to the west and the lower intensity uses interior to the neighborhood along Whitney Avenue and to the east along Polk Avenue that are primarily single family residential and two-family residential. Future rezonings on the adjacent parcels may not be permitted with the same intensity as this site is uniquely situated to serve as a transition. The Alternative (-A) designation will provide guidelines for access, driveways, and garages and will include a minimum raised foundation requirement. The -NS designation will prohibit owner occupied and not-owner-occupied short-term rentals, ensuring that future development will meet the intent of the policy to create permanent housing opportunities. For these reasons, staff recommends approval of RM9-A-NS.

FIRE RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: **R6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	0.39	9.82 F	4 U	54	8	5

*Based on two-family lots

Maximum Uses in Proposed Zoning District: **RM15-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	0.39	15 D	4 U	31	3	3



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Traffic changes between maximum: **R10 and RM15-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-23	-5	-2

METRO SCHOOL BOARD REPORT

Projected student generation existing R6 districts: 0 Elementary 0 Middle 0 High

Projected student generation proposed RM9-A-NS district: 1 Elementary 0 Middle 0 High

The proposed RM9-A-NS zoning is expected to generate one additional student than the existing R6 zoning district. Students would attend John B. Whitsitt Elementary School, Cameron College Prep Middle School, and Glencliff High School. John B. Whitsitt Elementary School is identified as overcapacity while Cameron College Prep Middle School is identified as under capacity and Glencliff High School is identified as at capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



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Item #34**Council District****School District****Requested by****Zone Change 2025Z-099PR-001**

25 – Preptit

08 – O’Hara Block

William R. Hart, applicant and owner.

Staff Reviewer

Dhital

Staff Recommendation*Approve.*

APPLICANT REQUEST**Zone change from RS10 to R10.****Zone Change**

A request to rezone from Single Family Residential (RS10) to One and Two-Family Residential (R10) for property located at 3417 Springbrook Drive, approximately 392 feet north of Woodmont Boulevard (0.26 acres).

Existing Zoning

Single-Family Residential (RS10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings at a density of 4.36 dwelling units per acre. *Based on acreage alone, RS10 would permit a maximum of one single-family lot. This does not account for compliance with the Metro Subdivision Regulations.*

Proposed Zoning

One and Two-Family Residential (R10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.36 dwelling units per acre including 25 percent duplex lots. *Based on acreage alone, R10 would permit a maximum of one duplex lot, for a total of two units. This does not account for compliance with the Metro Subdivision Regulations. Metro Codes provides final determinations on duplex eligibility.*

GREEN HILLS MIDTOWN COMMUNITY PLAN

T3 Suburban Neighborhood Maintenance (T3 NM) is intended to maintain the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low- to moderate-density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity.

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.



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ANALYSIS

The subject site consists of one parcel totaling 0.26 acres located at 3417 Springbrook Drive, approximately 392 feet north of Woodmont Boulevard. The site has been developed with a single-family residential use and has been zoned RS10 since 2007. The property and larger area were previously zoned One and Two-Family Residential (R10). The subject site has frontage along Springbrook Drive which is a local street. The surrounding land uses are primarily single-family residential, and one and two-family residential. The surrounding parcels are zoned RS10 and R10.

The requested R10 zoning district would potentially allow one additional unit. The property is located within the Suburban Neighborhood Maintenance (T3 NM) policy area which is intended to maintain the general character of developed suburban residential neighborhoods. There are already one- and some two-family uses established in this area, which aligns with the policy to provide moderate levels of density. The subject site is approximately less than a quarter mile from Woodmont Boulevard which is classified as an Arterial Boulevard in the Major and Collector Street Plan (MCSP). The subject property is also located near Browns Creek Park to the north. The Nashville Next Plan identifies areas for transitional and infill development situated near corridors, centers, and open spaces. By allowing more small-scale residential density, transitional areas help more people live close to centers and corridors. The site is also within the Conservation (CO) policy area due to floodplain on the property. The floodplain is located at the rear of the property and does not substantially affect the buildable area. The parcels to the north and east are more significantly impacted by the floodplain. Similar requests for rezoning on properties that are largely encumbered by the floodplain or entirely within the floodplain may not be appropriate.

The proposed R10 zoning district will permit additional density in a manner that preserves the suburban character of the neighborhood, which contains a mix of one and two-family residential uses. It represents a modest increase in intensity, consistent with the surrounding context and meets the goals of the policies. Therefore, staff recommends approval.

FIRE RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: **RS10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.26	4.35 F	1 U	15	5	1

Maximum Uses in Proposed Zoning District: **R10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
One and Two- Family Residential* (210)	0.27	8.05 F	2 U	28	7	2

*Based on two-family lots



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Traffic changes between maximum: **RS10** and **R10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+13	+2	+1

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 districts: 0 Elementary 0 Middle 0 High

Projected student generation proposed R10 district: 0 Elementary 0 Middle 0 High

The proposed zoning is not expected to generate any additional students than the existing RS10 zoning district. Students would attend Waverly-Belmont Elementary School, John Trotwood Moore Middle school, and Hillsboro High School. Waverly-Belmont Elementary School is identified as at capacity. John Trotwood Moore Middle School and Hillsboro High school are identified as under capacity. This information is based upon the 2024-2025 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.